

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
24	2.06	380	G	From	Bedford County Line				0%	F	0.102	F	0.658	380	G	2002
				To												
24	6.68	1300	G	From	15-811 Near Evington				0%	F	0.087	F	0.536	1300	G	2002
				To												
24	4.32	2800	G	From	US 29				0%	F	0.083	F	0.532	2800	G	2002
				To												
24 501	0.92	9900	G	From	US 501 SW of Rustburg				0%	F	0.084	F	0.585	9900	G	2002
				To												
24	6.38	3900	G	From	US 501 SW of Rustburg				0%	F	0.092	F	0.580	3900	G	2002
				To												
24	3.16	2900	G	From	15-656				0%	F	0.083	F	0.535	2900	G	2002
				To												
24 460	0.11	15000	N	From	W US 460				0%	N	0.083	N	0.614	16000	N	2002
				To												
29	0.72	11000	G	From	Pittsylvania County Line				1%	F	0.076	F	0.576	11000	G	2002
				To												
29	3.40	13000	G	From	SR 43				1%	F	0.083	F	0.55	12000	G	2002
				To												
29	0.24	13000	N	From	15-712				1%	N	0.083	N	0.55	12000	N	2002
				To												
29	4.24	18000	G	From	BUS US 29 N of Altavista				0%	F	0.081	F	0.555	18000	G	2002
				To												
29	4.99	19000	G	From	15-696				0%	F	0.080	F	0.572	19000	G	2002
				To												
29	4.58	19000	G	From	SR 24				0%	F	0.085	F	0.595	19000	G	2002
				To												
29	1.94	26000	B	From	15-738				0%	A	0.097	A	0.581	26000	B	2002
				To												
29	0.21	27000	G	From	US 460 South of Lynchburg				0%	F	0.079	F	0.551	27000	G	2002
				To												
City of Lynchburg																
29 Wards Road	1.74	37000	G	From	SCL Lynchburg				0%	F	0.076	F	0.598	37000	G	2002
				To												
29 Lynchburg Expressway	0.34	43000	N	From	Lynchburg Expressway Wards Rd				0%	N	0.092	N	0.575	43000	N	2002
				To												
29 Lynchburg Expressway	1.37	43000	G	From	Candler Mt Rd				0%	F	0.092	F	0.575	43000	G	2002
				To												
29 Lynchburg Expressway	1.46	42000	G	From	Odd Fellows Rd				0%	F	0.092	F	0.548	42000	G	2002
				To												
29 Lynchburg Expressway	1.02	42000	G	From	Kemper Street				0%	F	0.093	F	0.521	42000	G	2002
				To												
29 Lynchburg Expressway	0.22	32000	G	From	Main Street				0%	F	0.089	F	0.563	33000	G	2002
				To												
Town of Hurt																
Bus 29 Main Street	0.03	8200	G	From	Pittsylvania County Line				0%	C	0.089	F	0.530	8200	G	2002
				To												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Altavista																
Bus 29	Main Street	0.29	8200	N	From: 96%	NCL Hurt				N	0.089	N	0.530	8200	N	2002
Bus 29	Main Street	0.34	11000	G	To: 96%	SR 43; Bedford Ave				F	0.093	F	0.697	11000	G	2002
Bus 29	Main Street	0.30	16000	G	From: 96%	Pittsylvania Ave				F	0.085	F	0.521	16000	G	2002
Bus 29	Main Street	0.49	14000	G	To: 96%	Amherst Ave				F	0.083	F	0.520	14000	G	2002
Bus 29	Main Street	0.64	12000	G	From: 96%	Wood La				C	0.089	F	0.511	12000	G	2002
Bus 29	Main Street	1.36	8500	G	To: 96%	Lynch Mill Rd				F	0.088	F	0.536	8500	G	2002
					To: 96%	NCL Altavista										
Campbell County																
Bus 29		0.17	8500	G	From: 96%	NCL Altavista				F	0.088	F	0.536	8500	G	2002
					To: 96%	US 29, 15-712										
City of Lynchburg																
Bus 29	Wards Road	0.34	17000	G	From: 98%	US 29; US 501				F	0.083	F	0.557	18000	G	2002
Bus 29	Wards Road	0.42	24000	G	To: 98%	SR 128 Candler Mtn Rd				F	0.085	F	0.557	25000	G	2002
Bus 29	Fort Ave	1.19	23000	G	From: 98%	US 460 Bus, Fort Avenue Wards Rd				C	0.084	F	0.516	24000	G	2002
Bus 29	Memorial Ave	0.60	10000	G	To: 95%	Memorial Ave				C	0.082	F	0.605	11000	G	2002
Bus 29	Memorial Ave	0.47	14000	G	From: 95%	Fort Ave				C	0.082	F	0.605	11000	G	2002
Bus 29	Memorial Ave	0.47	14000	G	To: 95%	Oakley Ave				F	0.087	F	0.523	15000	G	2002
Bus 29	Memorial Ave	0.33	13000	G	From: 95%	Park Ave				F	0.092	F	0.614	14000	G	2002
Bus 29	5th St	0.17	15000	G	To: 95%	Langhorne Rd				F	0.080	F	0.525	16000	G	2002
Bus 29	5th St	0.26	15000	G	From: 95%	Pollard St				F	0.08	F	0.617	16000	G	2002
Bus 29	5th St	0.27	14000	G	To: 97%	Pierce St				F	0.083	F	0.614	15000	G	2002
Bus 29	5th St	0.38	18000	G	From: 97%	Park Ave				F	0.087	F	0.763	18000	G	2002
Bus 29	5th St	0.57	15000	G	To: 97%	Clay St				C	0.086	F	0.617	15000	G	2002
					To: 97%	Amherst County Line										
Campbell County																
40 501		0.09	6000	G	From: 90%	Halifax County Line				F	0.079	F	0.528	6000	G	2002
					To: 90%	SCL Brookneal										
Town of Brookneal																
40 501		0.76	6000	N	From: 90%	SCL Brookneal				N	0.079	N	0.528	6000	N	2002
					To: 90%	US 501										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
40	0.87	2900	G	From	US 501					F	0.08	F	0.623	2900	G	2002
				83%	1%	4%	1%	12%	1%							
				To	ECL Brookneal											
Campbell County																
40	1.97	2900	N	From	ECL Brookneal					N	0.08	N	0.623	2900	N	2002
				83%	1%	4%	1%	12%	1%							
				To	15-605											
40	2.15	2100	G	From	15-605					F	0.106	F	0.545	2100	G	2002
				83%	1%	4%	1%	12%	1%							
				To	Charlotte County Line											
Town of Altavista																
43 Bedford Ave	0.49	7000	G	From	Main Street					F	0.097	F	0.616	7000	G	2002
				96%	1%	2%	0%	1%	0%							
				To	Myrtle Ln											
43 Bedford Ave	0.50	5600	G	From	Myrtle Ln					F	0.101	F	0.739	5600	G	2002
				96%	1%	2%	0%	1%	0%							
				To	Broad Street											
43 Bedford Ave	0.59	4900	G	From	Broad Street					C	0.11	F	0.611	4900	G	2002
				96%	1%	2%	0%	1%	0%							
				To	WCL Altavista											
Campbell County																
43	6.48	2900	G	From	WCL Altavista					F	0.09	F	0.583	2900	G	2002
				93%	1%	3%	2%	2%	0%							
				To	15-682 Leesville											
43	1.26	290	G	From	15-682 Leesville					F	0.119	F	0.544	290	G	2002
				93%	1%	3%	2%	2%	0%							
				To	Bedford County Line											
City of Lynchburg																
128 Candler Mt Rd	0.29	19000	G	From	US 29 Bus Wards Rd					F	0.088	F	0.525	20000	G	2002
				87%	4%	4%	1%	4%	0%							
				To	US 501 Lynchburg Exp											
128 501 Candler Mtn Rd	0.40	36000	G	From	RT 501 W					F	0.085	F	0.519	38000	G	2002
				94%	1%	2%	1%	2%	0%							
				To	RT 501 E											
128 Mayflower Dr	1.30	8100	G	From	US 501 Candler's Mt Rd					C	0.094	F	0.503	8400	G	2002
				87%	4%	4%	1%	4%	0%							
				To	Odd Fellows Rd											
128 Mayflower Dr	1.48	2100	G	From	Odd Fellows Rd					C	0.107	F	0.619	2200	G	2002
				94%	2%	3%	0%	0%	0%							
				To	US 501 Bus Campbell Ave											
221 Lakeside Dr	0.53	23000	G	From	WCL Lynchburg					C	0.092	F	0.567	24000	G	2002
				97%	0%	1%	0%	1%	0%							
				To	Lynchburg Expressway											
221 Lakeside Dr	0.94	16000	G	From	Lynchburg Expressway					F	0.086	F	0.589	17000	G	2002
				97%	0%	1%	0%	1%	0%							
				To	Forest Brook Rd											
221 Lakeside Dr	1.52	14000	G	From	Forest Brook Rd					F	0.086	F	0.557	15000	G	2002
				97%	0%	1%	0%	1%	0%							
				To	Old Forest Rd											
221 Lakeside Dr	0.15	17000	G	From	Old Forest Rd					F	0.083	F	0.554	18000	G	2002
				97%	0%	1%	0%	1%	0%							
				To	Oakley Ave											
221 Oakley Ave	0.57	10000	G	From	Lakeside Dr					F	0.085	F	0.605	10000	G	2002
				97%	0%	1%	0%	1%	0%							
				To	Memorial Ave											
221 Oakley Ave	0.24	8400	G	From	Memorial Ave					F	0.093	F	0.554	8800	G	2002
				97%	0%	1%	0%	1%	0%							
				To	Bus US 460 Fort Ave											
221 Fort Ave	0.67	12000	M	From	BUS US 460 Oakley Ave						NA			NA		2002
				To	Bus US 501											
221	0.18	6000	M	From	Bus US 501						NA			NA		2002
				To	118-6027; 118-6031 12th Street											
221 Kemper St	0.41	11000	G	From	12th Street					C	0.083	F	0.604	12000	G	2002
				92%	2%	4%	1%	2%	0%							
				To	Lynchburg Expressway											

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						2Axle	3+Axle	1Trail	2Trail								
Campbell County																	
460	1.37	20000	G	From	Bedford County Line				F	0.089	F	0.626	21000	G	2002		
				To													
460	3.91	22000	G	From	Bus US 460				F	0.083	F	0.578	23000	G	2002		
				To													
460	1.01	34000	G	From	15-678 Airport Rd				F	0.091	F	0.696	35000	G	2002		
				To													
460	0.38	28000	G	From	US 29				F	0.095	F	0.637	29000	G	2002		
				To	SCL Lynchburg												
City of Lynchburg																	
460	1.13	28000	G	From	SCL Lynchburg				F	0.095	F	0.637	29000	G	2002		
				To													
460	0.44	23000	G	From	Candler Mountain Rd				F	0.095	F	0.618	24000	G	2002		
				To													
460	2.36	25000	A	From	US 501				A	0.107	A	0.53	26000	A	2002		
				To													
460	1.46	23000	N	From	US 501 Campbell Ave				N	0.095	N	0.618	24000	N	2002		
				To													
460	1.12	24000	G	From	118-6078 Concord Turnpike				F	0.083	F	0.551	25000	G	2002		
				To	ECL Lynchburg												
Campbell County																	
460	1.56	24000	G	From	ECL Lynchburg				F	0.088	F	0.514	25000	G	2002		
				To													
460	2.82	18000	G	From	15-726				F	0.082	F	0.632	19000	G	2002		
				To													
460	2.79	17000	G	From	15-1017				F	0.086	F	0.659	18000	G	2002		
				To													
460	0.11	15000	N	From	SR 24				N	0.083	N	0.614	16000	N	2002		
				To	Appomattox County Line												
Bus 460	1.11	13000	G	From	US 460 West of Lynchburg				F	0.095	F	0.55	13000	G	2002		
				To													
Bus 460	2.25	15000	A	From	15-892				A	0.102	A	0.523	16000	A	2002		
				To	WCL Lynchburg												
City of Lynchburg																	
Bus 460	Timberlake Rd	0.62	33000	G	From	WCL Lynchburg				F	0.083	F	0.554	34000	G	2002	
					To												
Bus 460	Timberlake Rd	1.14	25000	G	From	Old Graves Mill Rd				F	0.086	F	0.543	25000	G	2002	
					To												
Bus 460	Timberlake Rd	0.28	32000	G	From	Leesville Rd				F	0.088	F	0.556	33000	G	2002	
					To												
Bus 460	Fort Ave	1.10	19000	G	From	Lynchburg Expressway				F	0.086	F	0.546	19000	G	2002	
					To	Wards Rd											
Bus 460		0.14	NA	From	Belfast St				NA	NA	NA	NA	NA	NA	NA		
				To													
Bus 460	Bus 29	Fort Ave	1.19	23000	G	From	US Bus 29				C	0.084	F	0.516	24000	G	2002
						To	MEMORIAL AVE										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Bus 460	0.57	NA		From	US Bus 29						NA			NA		
Bus 460				To	US 221											
460 221 Fort Ave	0.67	12000	M	From							NA			NA		2002
Bus 460				To	BUS US 501											
460 221	0.18	6000	M	From							NA			NA		2002
Bus 460				To	118-6027; 118-6031											
460 221 Kemper St	0.41	11000	G	92%	2%	4%	1%	2%	0%	C	0.083	F	0.604	12000	G	2002
Bus 460				To	LYNCHBURG EXP											
460 501 Kemper St	0.34	12000	G	95%	1%	2%	1%	2%	0%	F	0.085	F	0.585	13000	G	2002
Bus 460				To	CAMPBELL AVE											
460 501 Campbell Ave	0.88	18000	G	95%	1%	2%	1%	2%	0%	C	0.151	F	0.729	19000	G	2002
Bus 460				To	MAYFLOWER DR											
460 501 Campbell Ave	0.48	18000	G	95%	1%	2%	1%	2%	0%	F	0.09	F	0.606	19000	G	2002
Bus 460				To	FLORIDA AVE											
460 501 Campbell Ave	0.23	19000	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.608	20000	G	2002
Bus 460				To	US 460											
Campbell County																
501	0.09	6000	G	From	Halifax County Line											
501				To	SCL Brookneal					F	0.079	F	0.528	6000	G	2002
Town of Brookneal																
501	0.76	6000	N	From	SCL Brookneal					N	0.079	N	0.528	6000	N	2002
501	1.52	6100	G	From	SR 40					F	0.082	F	0.626	6100	G	2002
501				To	NCL Brookneal											
Campbell County																
501	1.40	6100	N	From	NCL Brookneal					N	0.082	N	0.626	6100	N	2002
501	3.48	4900	G	From	15-633					F	0.084	F	0.572	4900	G	2002
501	4.79	5100	G	From	15-917					F	0.082	F	0.579	5100	G	2002
501	8.33	6000	G	From	15-761					F	0.085	F	0.647	6000	G	2002
501	0.92	9900	G	From	W SR 24					F	0.084	F	0.585	9900	G	2002
501	4.15	8900	A	From	E SR 24					A	0.107	A	0.700	9500	A	2002
501	2.82	9600	G	From	15-670					F	0.094	F	0.689	9600	G	2002
501				To	SCL Lynchburg											
City of Lynchburg																
501 Campbell Ave	0.99	15000	G	96%	0%	2%	0%	2%	0%	F	0.095	F	0.709	15000	G	2002
501 460	2.36	25000	A	93%	0%	2%	1%	4%	0%	A	0.107	A	0.53	26000	A	2002
501	0.59	21000	G	94%	1%	2%	1%	2%	0%	F	0.092	F	0.601	22000	G	2002
501				To	SR 128 Mayflower Dr											

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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																	
501	Candler Mtn Rd	0.40	36000	G	From:	SR 128 Mayflower Dr					F	0.085	F	0.519	38000	G	2002
					To:	US 29 Lynchburg Expressway											
501	29 Lynchburg Expres	0.34	43000	N	From:	US 29 LYNCHBURG EXP					N	0.092	N	0.575	43000	N	2002
					To:	WARDS RD EXIT											
501	Lynchburg Expressway	1.51	40000	G	From:	Timberlake Rd					C	0.107	F	0.681	41000	G	2002
					To:	Graves Mill Rd											
501	Lynchburg Expressway	1.21	38000	G	From:	Lakeside Dr					F	0.089	F	0.514	40000	G	2002
					To:	Wiggington Rd											
501	Lynchburg Expressway	1.24	30000	G	From:	Boonsboro Rd					F	0.088	F	0.505	32000	G	2002
					To:	Lynchburg Expressway											
501	Lynchburg Expressway	1.54	12000	G	From:	WCL Lynchburg					C	0.085	F	0.545	13000	G	2002
					To:	US 460											
Bus 501	Campbell Ave	0.23	19000	G	From:	Florida Ave					F	0.096	F	0.608	20000	G	2002
					To:	Mayflower Dr											
Bus 501	Campbell Ave	0.48	18000	G	From:	Kemper St					F	0.09	F	0.606	19000	G	2002
					To:	Campbell Ave											
Bus 501	Campbell Ave	0.88	18000	G	From:	Lynchburg Expressway					C	0.151	F	0.729	19000	G	2002
					To:	US 221											
Bus 501	Kemper St	0.34	12000	G	From:	12TH STREET					F	0.085	F	0.585	13000	G	2002
					To:	118-6027; 118-6031											
Bus 501	221	0.18	6000	M	From:	FORT AVE						NA		NA		2002	
					To:	Park Ave											
Bus 501	Campbell Ave	0.23	9300	G	From:	Memorial Ave					F	0.093	F	0.675	9700	G	2002
					To:	Murrell Rd											
Bus 501	Langhorne Rd	0.27	10000	G	From:	Hill St					F	0.086	F	0.671	10000	G	2002
					To:	Cranehill Dr											
Bus 501	Langhorne Rd	0.29	20000	G	From:	Rivermont Terrace					C	0.084	F	0.539	10000	G	2002
					To:	Langhorne Rd											
Bus 501	Langhorne Rd	1.06	16000	G	From:	Rivermont Ave					F	0.084	F	0.582	6000	G	2002
					To:	Rivermont Terrace											
Bus 501	Langhorne Rd	1.37	9600	G	From:	Link Rd					F	0.091	F	0.600	19000	G	2002
					To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Bus 501	Boonsboro Rd	0.76	14000	G	From: 97%	Link Rd				F	0.096	F	0.636	15000	G	2002
					To: 0%	1%	0%	1%	0%							
Bus 501	Boonsboro Rd	1.75	12000	G	From: 97%	Trents Ferry Rd				C	0.086	F	0.542	13000	G	2002
					To: 0%	1%	0%	1%	0%							
						Lynchburg Expressway										
Campbell County																
608 06		0.19	2200	F	From: 92%	US 460; SR 24				F	0.088	F	0.597	2200	F	2002
					To: 1%	3%	3%	2%	0%							
						Appomattox County Line										
609 06		0.11	250	R	From: 92%	SR 24					NA			NA		1999
					To: 1%											
609 06		0.05	230	R	From: 92%	06-718					NA			NA		1999
					To: 1%											
						Campbell County Line										
609 06		1.70	380	R	From: 92%	US 460					NA			NA		1999
					To: 1%											
						06-608										
609 06		1.10	720	N	From: 89%	Appomattox County Line				N	0.098	N	0.553	720	N	2002
					To: 2%	4%	3%	2%	0%							
						Campbell County Line; 06-607										
718 06		0.20	390	R	From: 92%	SR 24					NA			NA		04/08/2002
					To: 1%											
						06-609										
741 06		0.13	80	R	From: 92%	SR 24					NA			NA		04/08/2002
					To: 1%											
						Campbell County Line										
1500 06		0.11	40	R	From: 92%	Campbell County Line					NA			NA		1994
					To: 1%											
						Cul-de-Sac										
600		2.30	280	G	From: 96%	SR 40 SOUTH				F	0.097	F	0.621	280	G	2002
					To: 0%	2%	1%	2%	0%							
600		1.81	600	R	From: 96%	15-619					NA			NA		1998
					To: 0%											
						SR 40 NORTH										
600		1.87	910	G	From: 96%	SR 40 MID				C	0.094	F	0.590	910	G	2002
					To: 0%	2%	1%	2%	0%							
						15-618 SOUTH										
600		2.17	550	G	From: 96%	15-756				F	0.082	F	0.571	550	G	2002
					To: 0%	2%	1%	2%	0%							
600		3.41	480	G	From: 96%	15-601				F	0.093	F	0.537	480	G	2002
					To: 0%	2%	1%	2%	0%							
600		0.78	510	G	From: 96%	15-601				F	0.091	F	0.602	510	G	2002
					To: 0%	2%	1%	2%	0%							
						Charlotte County Line										
600		1.20	560	G	From: 96%	19-615				F	0.092	F	0.606	560	G	2002
					To: 0%	2%	1%	2%	0%							
Town of Brookneal																
601	Juniper Cliff Rd	0.84	220	G	From: 98%	US 501				C	0.119	F	0.667	220	G	2002
					To: 0%	1%	1%	0%	0%							
						NCL Brookneal										
Campbell County																
601		1.00	220	N	From: 98%	NCL Brookneal				N	0.119	N	0.667	220	N	2002
					To: 0%	1%	1%	0%	0%							
						15-605 West										
601		9.24	510	R	From: 98%	15-605 East					NA			NA		07/17/2001
					To: 0%	15-600										

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						2Axle	3+Axle	1Trail	2Trail								
Campbell County																	
602	1.00	270	R	From:	Dead End						NA			NA		07/17/2001	
				To:	15-605												
603	3.00	510	R	From:	15-646						NA			NA		07/09/2001	
				To:	06-604; 06-649												
604	5.00	120	R	From:	15-651						NA			NA		07/09/2001	
				To:	15-731												
604	0.40	20	R	From:	15-731						NA			NA		07/09/2001	
				To:	Dead End												
605	3.58	530	R	From:	15-633 WEST						NA			NA		1993	
				To:	15-917												
605	0.54	530	G	From:	92%	1%	2%	2%	4%	0%	F	0.109	F	0.589	530	G	2002
				To:	US 501												
605	2.87	1100	G	From:	92%	1%	2%	2%	4%	0%	F	0.108	F	0.644	1100	G	2002
				To:	15-601 WEST												
605	2.34	1000	G	From:	92%	1%	2%	2%	4%	0%	C	0.086	F	0.702	1000	G	2002
				To:	SR 40												
606	7.68	700	R	From:	15-615						NA			NA		07/09/2001	
				To:	Appomattox County Line												
607	1.00	30	R	From:	15-701						NA			NA		07/10/2001	
				To:	1.00 ME 15-701												
607	0.40	180	R	From:	1.00 ME 15-701						NA			NA		07/10/2001	
				To:	US 501 NORTH												
607	3.00	350	R	From:	US 501 SOUTH						NA			NA		07/10/2001	
				To:	15-615												
609	0.91	1500	G	From:	15-726					F	0.079	F	0.548	1500	G	2002	
				To:	15-659												
609	3.25	1100	G	From:	91%	1%	3%	3%	1%	0%	C	0.089	F	0.709	1100	G	2002
				To:	06-607												
610	0.30	350	R	From:	15-609						NA			NA		05/30/2001	
				To:	Appomattox County Line												
611	0.50	610	R	From:	15-609						NA			NA		05/30/2001	
				To:	Appomattox County Line												
612	1.90	400	R	From:	15-633						NA			NA		08/14/2001	
				To:	15-917												
613	0.56	60	R	From:	Dead End						NA			NA		1998	
				To:	0.56 MN Dead End												
613	0.59	140	R	From:	0.56 MN Dead End						NA			NA		08/14/2001	
				To:	15-633												
614	2.80	60	R	From:	15-635 WEST						NA			NA		08/14/2001	
				To:	15-633 EAST												
615	3.36	3600	G	From:	SR 24					C	0.092	F	0.679	3600	G	2002	
				To:	15-606												

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
615	1.83	2200	G	From:	15-606				F	0.092	F	0.689	2200	G	2002	
				To:	15-607											
615	2.17	1300	G	From:	15-651				F	0.095	F	0.718	1300	G	2002	
				To:	15-648 EAST											
615	2.70	980	G	From:	15-834				F	0.106	F	0.744	980	G	2002	
				To:	Charlotte County Line											
616	0.40	130	R	From:	15-600				NA			NA		1998		
				To:	Charlotte County Line											
617	0.35	210	R	From:	Dead End				NA			NA		08/22/2001		
				To:	15-690											
618	0.20	200	R	From:	Charlotte County Line				NA			NA		1998		
				To:	15-749											
618	0.20	190	R	From:					NA			NA		1998		
				To:	15-822											
618	0.90	220	R	From:	15-600 SOUTH				NA			NA		1998		
				To:	15-600 NORTH											
618	1.27	230	R	From:	15-601 SOUTH				NA			NA		1998		
				To:	15-601 NORTH											
618	1.58	320	R	From:					NA			NA		07/17/2001		
				To:	15-645											
618	0.88	230	R	From:					NA			NA		07/17/2001		
				To:	15-643											
619	0.50	320	G	From:	15-600				C	0.101	F	0.688	320	G	2002	
				To:	Charlotte County Line											
621	0.27	200	R	From:	Dead End				NA			NA		08/27/2001		
				To:	15-738											
622	1.12	13000	G	From:	Bedford County Line				F	0.099	F	0.577	13000	G	2002	
				To:	15-1520											
622	0.27	13000	G	From:	1%				C	0.084	F	0.548	14000	G	2002	
				To:	US 460 BUS											
622	0.93	8500	G	From:	2%				F	0.098	F	0.520	8900	G	2002	
				To:	15-682											
622	2.31	2700	G	From:	2%				F	0.107	F	0.599	2800	G	2002	
				To:	15-683											
622	0.08	1400	G	From:	0.08 M FRM 15-683				F	0.109	F	0.545	1500	G	2002	
				To:	US 29 NORTH											
622	2.45	970	G	From:	US 29 SOUTH				C	0.111	F	0.539	970	G	2002	
				To:	2%											
622	0.21	830	G	From:	2%				F	0.102	F	0.539	830	G	2002	
				To:	15-738 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
622	3.78	680	G	From:	15-738 NORTH				F	0.136	F	0.796	680	G	2002	
				97%	0%	2%	0%	0%								0%
				To:	US 501; SR 24											
623	1.70	590	G	From:	15-682				C	0.11	F	0.522	590	G	2002	
				95%	0%	3%	1%	1%								0%
				To:	15-625											
623	1.20	910	G	From:	15-858 EAST				F	0.098	F	0.578	910	G	2002	
				95%	0%	3%	1%	1%								0%
				To:	15-858 WEST											
623	0.20	840	R	From:						NA		NA		08/14/2001		
				95%	0%	3%	1%	1%							0%	
				To:	US 460											
623	0.90	1900	R	From:	Bedford County Line					NA		NA		08/14/2001		
				95%	0%	3%	1%	1%							0%	
				To:	Dead End											
624	1.43	180	R	From:						NA		NA		1998		
				95%	0%	3%	1%	1%							0%	
				To:	15-1650											
624	0.05	1000	R	From:						NA		NA		1998		
				95%	0%	3%	1%	1%							0%	
				To:	15-829											
624	0.27	230	R	From:						NA		NA		1998		
				95%	0%	3%	1%	1%							0%	
				To:	15-889 NORTH											
624	0.21	320	R	From:						NA		NA		1998		
				95%	0%	3%	1%	1%							0%	
				To:	15-889 SOUTH											
624	0.34	490	R	From:						NA		NA		1998		
				95%	0%	3%	1%	1%							0%	
				To:	US 460 BUS											
625	1.80	270	R	From:	Bedford County Line					NA		NA		1998		
				95%	0%	3%	1%	1%							0%	
				To:	15-623											
626	3.00	760	R	From:	Bedford County Line					NA		NA		07/16/2001		
				95%	0%	3%	1%	1%							0%	
				To:	15-682 NORTH											
626	3.87	1600	G	From:	15-682 SOUTH				C	0.109	F	0.564	1600	G	2002	
				93%	0%	1%	5%	0%								0%
				To:	15-714											
626	0.76	980	R	From:						NA		NA		07/18/2001		
				95%	0%	3%	1%	1%							0%	
				To:	15-712 WEST											
626	1.20	1000	R	From:	15-712 EAST					NA		NA		07/18/2001		
				95%	0%	3%	1%	1%							0%	
				To:	NCL ALTAVISTA											
627	0.70	90	R	From:	15-695					NA		NA		07/16/2001		
				95%	0%	3%	1%	1%							0%	
				To:	15-682 WEST											
627	3.00	540	R	From:	15-682 EAST					NA		NA		07/24/2001		
				95%	0%	3%	1%	1%							0%	
				To:	SR 43											
627	0.10	30	R	From:						NA		NA		07/24/2001		
				95%	0%	3%	1%	1%							0%	
				To:	15-712											
628	0.97	1200	G	From:	Bedford County Line				F	0.103	F	0.571	1200	G	2002	
				93%	0%	3%	1%	3%								0%
				To:	15-682											
628	3.17	1300	G	From:	15-682				C	0.101	F	0.597	1300	G	2002	
				93%	0%	3%	1%	3%								0%
				To:	SR 43											
629	0.18	30	R	From:	Dead End					NA		NA		08/20/2001		
				95%	0%	3%	1%	1%							0%	
				To:	15-699											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
630	2.10	810	R	From	Bedford County Line						NA			NA		07/16/2001
				To	SR 43											
631	0.50	40	R	From	Dead End						NA			NA		07/16/2001
				To	15-716											
631	1.35	160	R	From							NA			NA		07/16/2001
				To	Bedford County Line											
632	0.97	70	R	From	Bedford County Line						NA			NA		07/16/2001
				To	15-631											
633	2.82	320	R	From	15-705						NA			NA		08/20/2001
				To	15-761 NORTH											
633	3.31	190	G	94%	0%	5%	1%	0%	0%	F	0.107	F	0.619	190	G	2002
				To	15-635 WEST											
633	1.31	260	G	94%	0%	5%	1%	0%	0%	F	0.089	F	0.612	260	G	2002
				To	15-605											
633	1.56	190	G	94%	0%	5%	1%	0%	0%	F	0.113	F	0.522	190	G	2002
				To	15-614 EAST											
633	1.59	300	G	94%	0%	5%	1%	0%	0%	F	0.104	F	0.576	300	G	2002
				To	15-613											
633	0.42	530	G	94%	0%	5%	1%	0%	0%	C	0.101	F	0.582	530	G	2002
				To	US 501											
633	1.43	210	R	From							NA			NA		08/20/2001
				To	15-605											
634	0.55	40	R	From	Dead End						NA			NA		08/29/2001
				To	15-664											
634	0.06	70	R	From							NA			NA		1998
				To	Dead End											
635	1.28	100	R	From	Dead End						NA			NA		08/14/2001
				To	15-614											
635	0.60	110	R	From							NA			NA		08/14/2001
				To	15-633 SOUTH											
635	6.80	220	R	From	15-633 NORTH						NA			NA		08/14/2001
				To	15-761 SOUTH											
635	0.44	850	G	97%	1%	1%	0%	1%	0%	C	0.090	F	0.705	850	G	2002
				To	US 501											
636	0.51	190	R	From	15-605						NA			NA		08/14/2001
				To	15-917											
637	2.10	130	R	From	15-761						NA			NA		08/14/2001
				To	15-635											
638	0.10	110	R	From	15-761						NA			NA		08/20/2001
				To	15-633											
639	1.00	90	R	From	Dead End						NA			NA		1998
				To	15-600											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
640	1.81	660	R	From:	Pittsylvania County Line						NA			NA		08/27/2001
				To:	15-712											
641	2.00	110	R	From:	15-605						NA			NA		07/17/2001
				To:	15-643											
642	1.10	90	R	From:	Dead End						NA			NA		07/17/2001
				To:	15-643											
643	0.17	600	R	From:	15-917						NA			NA		1998
				To:	US 501											
643	4.43	400	G	From:	96%	0%	4%	0%	0%	C	0.101	F	0.778	400	G	2002
643	3.90	330	G	From:	15-618					F	0.098	F	0.688	330	G	2002
				To:	15-615											
645	1.39	40	R	From:	15-618						NA			NA		07/17/2001
				To:	1.39 ME 15-618											
645	1.01	30	R	From:							NA			NA		07/17/2001
				To:	15-601											
646	3.18	210	R	From:	15-601						NA			NA		1998
				To:	15-615											
646	3.93	370	G	From:	96%	0%	2%	0%	0%	F	0.083	F	0.695	370	G	2002
646	0.39	410	G	From:	06-604					F	0.078	F	0.702	420	G	2002
				To:	06-606											
646	7.55	910	G	From:	96%	0%	2%	0%	0%	F	0.105	F	0.589	910	G	2002
646	2.03	1800	G	From:	SR 24					C	0.104	F	0.642	1800	G	2002
				To:	15-656											
647	0.28	320	R	From:	Dead End						NA			NA		08/14/2001
				To:	US 460 BUS											
648	5.59	580	R	From:	15-643						NA			NA		08/14/2001
				To:	15-652											
648	0.80	220	G	From:	92%	0%	2%	2%	4%	C	0.093	F	0.619	220	G	2002
				To:	15-615 SOUTH											
648	6.03	140	R	From:	15-615 NORTH						NA			NA		07/09/2001
				To:	15-646											
649	1.10	80	R	From:	15-603						NA			NA		07/09/2001
				To:	06-649											
650	6.75	390	R	From:	US 501						NA			NA		07/10/2001
				To:	15-615											
651	7.39	220	R	From:	15-650						NA			NA		07/10/2001
				To:	15-606											
651	4.59	340	R	From:							NA			NA		07/10/2001
				To:	SR 24											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(652)	0.05	40	R	From	15-635						NA			NA		08/14/2001
(652)	3.30	560	G	To	US 501; 15-761					C	0.112	F	0.574	560	G	2002
(652)	2.90	170	G	From	15-651					F	0.105	F	0.722	170	G	2002
				To	15-648											
(653)	0.20	160	R	From	15-761						NA			NA		1998
				To	Dead End											
(654)	2.50	130	R	From	US 501						NA			NA		07/10/2001
				To	15-650											
(655)	3.20	670	R	From	US 501 NORTH						NA			NA		1998
				To	US 501 SOUTH											
(656)	4.71	390	R	From	15-606						NA			NA		1998
(656)	2.25	1000	G	To	SR 24					C	0.107	F	0.664	1000	G	2002
(656)	0.10	3100	G	From	15-646					F	NA			3000	G	2002
				To	US 460											
(657)	2.39	80	R	From	Dead End						NA			NA		07/09/2001
				To	15-646											
(658)	2.50	180	R	From	15-656						NA			NA		1998
				To	15-646											
(659)	1.54	300	R	From	US 460						NA			NA		05/30/2001
				To	15-609											
(660)	1.90	300	R	From	ECL LYNCHBURG						NA			NA		1998
(660)	4.57	270	R	To	1.90 M FRM ECL						NA			NA		1998
				To	SR 24											
(661)	0.48	310	R	From	Dead End						NA			NA		08/20/2001
				To	SR 24											
(662)	2.08	640	R	From	15-660						NA			NA		05/30/2001
				To	US 460											
(663)	6.69	430	R	From	15-615						NA			NA		07/09/2001
				To	15-606 WEST											
(663)	1.20	30	R	From	15-606 EAST						NA			NA		07/09/2001
				To	15-648											
(664)	1.29	830	G	From	15-677					C	0.096	F	0.6	850	G	2002
				To	US 501											
(665)	0.64	1600	R	From	US 501						NA			NA		09/25/2001
				To	15-660											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
666	0.35	90	R	From	15-660						NA			NA		08/27/2001
				To	Dead End											
667	1.17	230	R	From	US 501						NA			NA		08/27/2001
				To	Dead End											
668	0.35	200	R	From	Dead End						NA			NA		08/22/2001
				To	15-682											
669	1.43	180	R	From	15-680						NA			NA		08/29/2001
				To	15-670 WEST											
669	1.78	270	R	From	15-670 EAST						NA			NA		1998
				To	1.78 M FRM 15-670											
669	1.01	380	R	From							NA			NA		1998
				To	15-664											
670	2.00	2800	G	From	SCL LYNCHBURG					C	0.103	F	0.703	2900	G	2002
				To	15-677 EAST											
670	2.82	1200	G	From	99% 0% 1% 0% 0% 0%					F	0.096	F	0.583	1200	G	2002
				To	US 501											
671	0.07	940	R	From	US 501; SR 24						NA			NA		1998
				To	15-891											
671	0.05	490	R	From							NA			NA		1998
				To	Dead End											
672	2.11	170	R	From	15-635						NA			NA		08/14/2001
				To	15-605											
673	0.30	130	R	From	15-692						NA			NA		08/20/2001
				To	Dead End											
674	0.26	1400	R	From	15-738						NA			NA		08/29/2001
				To	Dead End											
675	0.44	130	R	From	15-683						NA			NA		08/20/2001
				To	Dead End											
676	0.30	40	R	From	15-600						NA			NA		07/17/2001
				To	Charlotte County Line											
677	1.92	1800	G	From	15-738					C	0.099	F	0.588	1800	G	2002
				To	15-670 EAST											
677	3.09	400	G	From	15-670 WEST					F	0.099	F	0.5	410	G	2002
				To	15-664											
677	1.30	660	G	From	99% 0% 0% 0% 0% 0%					F	0.101	F	0.607	680	G	2002
				To	SCL LYNCHBURG											
678	0.34	12000	G	From	ECL LYNCHBURG					F	0.092	F	0.507	13000	G	2002
				To	US 460											
678	0.21	1900	G	From	96% 0% 2% 0% 1% 0%					F	0.104	F	0.685	2000	G	2002
				To	05-885											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Campbell County																	
(678)	1.22	1300	G	From:	05-885					C	0.107	F	0.664	1400	G	2002	
				To:	US 29												
(679)	0.13	1500	R	From:	US 29						NA			NA		08/27/2001	
				To:	15-1408												
(679)	0.26	350	R	From:	15-1408						NA			NA		08/27/2001	
				To:	15-1422												
(679)	0.25	150	R	From:	15-1422						NA			NA		08/27/2001	
				To:	15-1416												
(679)	0.29	90	R	From:	15-1416						NA			NA		08/27/2001	
				To:	Dead End												
(680)	3.20	1500	G	From:	15-738					C	0.088	F	0.544	1500	G	2002	
				To:	US 501 NORTH												
(680)	3.02	240	R	From:	US 501 SOUTH						NA			NA		1998	
				To:	Dead End												
(681)	0.27	1200	R	From:	15-624 NORTH						NA			NA		1998	
				To:	15-715 SOUTH												
(681)	0.42	810	R	From:	15-715 SOUTH						NA			NA		1998	
				To:	US 460												
(681)	2.70	2300	R	From:	US 460						NA			NA		1998	
				To:	15-622												
(682)	8.94	310	R	From:	SR 43						NA			NA		1995	
				To:	15-626 SOUTH												
(682)	2.56	2100	G	From:	96%	0%	2%	1%	0%	0%	F	0.105	F	0.562	2100	G	2002
				To:	SR 24												
(682)	1.18	2500	G	From:	96%	0%	2%	1%	0%	0%	C	0.098	F	0.664	2500	G	2002
				To:	15-725												
(682)	1.59	2100	G	From:	96%	0%	2%	1%	0%	0%	F	0.097	F	0.627	2100	G	2002
				To:	15-623												
(682)	1.46	2000	G	From:	96%	0%	2%	1%	0%	0%	F	0.104	F	0.661	2000	G	2002
				To:	15-691												
(682)	3.44	3000	G	From:	96%	0%	2%	1%	0%	0%	F	0.112	F	0.676	3100	G	2002
				To:	15-622												
(682)	1.12	9200	G	From:	96%	0%	2%	1%	0%	0%	F	0.100	F	0.616	9600	G	2002
				To:	15-1600												
(682)	0.09	11000	G	From:	96%	0%	2%	1%	0%	0%	F	0.099	F	0.529	11000	G	2002
				To:	SCL LYNCHBURG												
(683)	1.05	230	R	From:	Dead End						NA			NA		1998	
				To:	SR 24 WEST												
(683)	0.34	390	R	From:	SR 24 EAST						NA			NA		08/22/2001	
				To:	15-682 SOUTH												
(683)	5.52	1600	R	From:	15-682 NORTH						NA			NA		08/22/2001	
				To:	15-622												
(683)	2.05	2700	G	From:	79%	0%	4%	14%	3%	0%	C	0.097	F	0.539	2800	G	2002
				To:	US 29												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(684)	1.90	200	R	From	15-625						NA			NA		1998
(684)	1.37	160	R	To	1.51 MS 15-1164						NA			NA		1998
				From	15-682											
(685)	1.80	5100	G	From	15-738					C	0.096	F	0.642	5100	G	2002
				To	SR 24											
(685)	0.30	4100	R	From	15-1630						NA			NA		09/25/2001
(685)	1.40	3700	R	To	15-686						NA			NA		09/25/2001
				From	US 29											
(686)	2.81	720	R	To	15-751						NA			NA		1998
(686)	2.99	3900	R	From	US 501						NA			NA		1998
				To	15-686											
(687)	3.10	180	R	From	SR 24						NA			NA		08/27/2001
				To	15-689											
(688)	1.18	250	R	From	US 29						NA			NA		1998
				To	15-690											
(689)	0.90	340	R	From	US 29						NA			NA		08/22/2001
(689)	0.28	250	R	To	15-754						NA			NA		08/27/2001
				From	15-622											
(690)	3.40	430	R	To	15-688						NA			NA		08/22/2001
				From	15-683											
(691)	1.04	260	R	To	15-682						NA			NA		1998
				From	SR 24; 15-748											
(692)	3.33	560	R	To	US 29						NA			NA		1998
				From	15-696											
(693)	2.20	350	R	To	15-692						NA			NA		08/20/2001
				From	15-682											
(694)	0.65	70	R	To	15-882						NA			NA		07/16/2001
(694)	0.75	120	R	From	15-696						NA			NA		07/16/2001
				To	15-682											
(695)	4.80	250	R	From	15-626						NA			NA		08/27/2001
				To	Dead End											
(696)	2.40	10	R	From	15-705						NA			NA		08/20/2001
(696)	2.65	360	R	To	15-700						NA			NA		08/20/2001
(696)	0.39	1400	G	From	15-699					F	0.102	F	0.6	1400	G	2002
				To												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County																
(696)	1.91	910	G	From:	15-699					F	0.108	F	0.658	910	G	2002
				To:												
(696)	3.18	980	G	From:	15-701 NORTH					C	0.097	F	0.729	990	G	2002
				To:												
(696)	6.47	290	R	From:	US 29 SOUTH											
				To:	US 29 NORTH											
(696)				From:						NA			NA		08/20/2001	
				To:	SR 24											
(697)	2.76	60	R	From:	15-701					NA			NA		07/10/2001	
				To:	15-699											
(698)	3.50	180	R	From:	15-701					NA			NA		1998	
				To:	15-761											
(699)	1.30	2500	G	From:	US 29					C	0.081	F	0.7	2500	G	2002
				To:	15-701											
(699)	3.43	1800	G	From:	15-701					F	0.082	F	0.661	1800	G	2002
				To:	15-696											
(699)	1.77	1300	G	From:	15-696					F	0.081	F	0.623	1300	G	2002
				To:	15-629											
(699)	2.65	1200	G	From:	15-629					F	0.079	F	0.603	1200	G	2002
				To:	15-761											
(700)	2.39	350	R	From:	15-696					NA			NA		08/20/2001	
				To:	15-633											
(701)	4.60	230	R	From:	15-699					NA			NA		1998	
				To:	15-696 SOUTH											
(701)	8.00	440	R	From:	15-696 NORTH					NA			NA		1998	
				To:	US 501											
(702)	0.40	130	R	From:	Dead End					NA			NA		07/17/2001	
				To:	15-648											
(703)	2.69	170	R	From:	15-704					NA			NA		08/14/2001	
				To:	15-761											
(704)	1.10	110	R	From:	15-705					NA			NA		08/20/2001	
				To:	Dead End											
(705)	6.60	40	R	From:	15-696					NA			NA		08/20/2001	
				To:	15-761											
(706)	0.50	20	R	From:	Dead End					NA			NA		08/20/2001	
				To:	15-699											
(707)	0.06	120	R	From:	15-712					NA			NA		08/27/2001	
				To:	15-640											
(708)	1.50	70	R	From:	Dead End					NA			NA		07/10/2001	
				To:	15-648											
(709)	3.10	220	R	From:	Dead End					NA			NA		08/10/2001	
				To:	15-696											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
709	1.90	640	R	From	15-696						NA			NA		08/10/2001
				To	15-692											
710	0.28	250	R	From	15-711						NA			NA		07/16/2001
				To	15-1331											
710	0.72	90	R	From	15-1331						NA			NA		07/16/2001
				To	0.72 ME 15-1331											
710	0.80	90	R	From	15-1331						NA			NA		07/16/2001
				To	Dead End											
711	0.40	1500	G	From	NCL ALTAVISTA						C	0.08	F	0.674	1500	G
				To	15-712 EAST				1%	1%						
711	1.50	420	R	From	15-712 WEST						NA			NA		07/16/2001
				To	15-710											
711	3.00	100	R	From	15-710						NA			NA		1993
				To	15-626											
711	2.00	220	R	From	15-626						NA			NA		07/16/2001
				To	15-682											
712	0.41	250	R	From	SR 43 WEST						NA			NA		1995
				To	SR 43 MID											
712	0.69	1500	G	From	SR 43 EAST						C	0.097	F	0.612	1500	G
				To	15-714				1%	0%						
712	1.98	800	G	From	15-714						F	0.098	F	0.564	800	G
				To	15-711 EAST				1%	0%						
712	1.33	640	G	From	15-711 EAST						F	0.096	F	0.504	640	G
				To	US 29 BUS NORTH				1%	0%						
712	1.59	370	G	From	US 29 BUS SOUTH						F	0.086	F	0.647	370	G
				To	15-699				1%	0%						
712	0.12	48	R	From	15-699						NA			NA		08/27/2001
				To	Dead End											
713	1.00	400	R	From	15-626						NA			NA		07/24/2001
				To	15-627											
714	1.03	2500	G	From	NCL ALTAVISTA						C	0.094	F	0.548	2500	G
				To	15-712				2%	1%						
714	0.68	1700	G	From	15-712						F	0.106	F	0.535	1700	G
				To	15-626				2%	1%						
715	0.72	NA		From	15-681						NA			NA		
				To	15-681											
716	0.27	40	R	From	Cul-de-Sac						NA			NA		07/16/2001
				To	15-631											
718	1.69	180	R	From	Dead End						NA			NA		1998
				To	15-630											
719	0.70	110	R	From	Dead End						NA			NA		07/09/2001
				To	15-606											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
720	0.70	260	R	From	Dead End						NA			NA		07/17/2001
				To	15-601											
721	0.22	230	R	From	15-646						NA			NA		1998
				To	15-926											
721	0.18	80	R	From							NA			NA		1998
				To	Dead End											
722	0.42	30	R	From	Dead End						NA			NA		07/09/2001
				To	15-643											
723	0.60	260	R	From	Dead End						NA			NA		1998
				To	US 29											
724	0.11	20	R	From	15-699						NA			NA		08/20/2001
				To	15-761											
725	1.10	470	G	From	15-811					C	0.102	F	0.5	470	G	2002
				To	15-682											
726	0.34	8200	G	From	US 460					C	0.121	F	0.861	8200	G	2002
				To	15-609											
726	2.43	5500	G	From	96% 0% 1% 2% 1% 0%					F	0.158	F	0.885	5500	G	2002
				To	2.43 MN 15-609											
726	1.52	410	G	From							0.113	F	0.729	410	G	2002
				To	Appomattox County Line											
727	1.70	170	R	From	Dead End						NA			NA		07/10/2001
				To	15-701											
728	0.30	30	R	From	Dead End						NA			NA		08/14/2001
				To	15-633											
729	0.20	120	R	From	Dead End						NA			NA		08/27/2001
				To	0.20 M FRM Dead End											
729	0.26	130	R	From							NA			NA		08/27/2001
				To	US 501											
730	0.20	150	R	From	15-646						NA			NA		07/17/2001
				To	15-601											
731	1.40	40	R	From	15-604						NA			NA		07/09/2001
				To	15-646											
732	1.25	130	R	From	Dead End						NA			NA		08/14/2001
				To	15-635											
733	0.70	80	R	From	15-712						NA			NA		07/18/2001
				To	Dead End											
734	1.40	320	R	From	Dead End						NA			NA		08/20/2001
				To	US 29											
735	0.42	80	R	From	Cul-de-Sac						NA			NA		08/29/2001
				To	15-622											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
736	1.15	90	R	From	Dead End						NA			NA		07/17/2001
				To	15-615											
737	3.10	320	R	From	15-651						NA			NA		1998
				To	15-656											
738	0.13	730	G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.657	730	G	2002
				To	Y Int; Gap Terminus											
738	0.06	820	R	From	15-754 Gap Terminus						NA			NA		1998
				To	0.06 M FRM 05-754											
738	1.54	920	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.683	920	G	2002
				To	15-685											
738	0.12	7000	G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.576	7000	G	2002
				To	US 29 SOUTH											
738	0.78	2200	G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.575	2200	G	2002
				To	US 29 MID											
738	0.43	2600	G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.573	2600	G	2002
				To	15-622 NORTH											
738	1.62	3300	G	98%	0%	1%	1%	0%	0%	C	0.092	F	0.646	3300	G	2002
				To	US 29 NORTH											
739	0.04	16000	G	97%	0%	1%	1%	0%	0%	C	0.085	F	0.553	16000	G	2002
				To	SCL LYNCHBURG											
740	1.00	90	R	From	15-626						NA			NA		1998
				To	Dead End											
742	0.54	70	R	From	US 460 WEST						NA			NA		1998
				To	US 460 EAST											
744	0.04	820	R	From	15-1520						NA			NA		1998
				To	SCL LYNCHBURG											
745	0.50	90	R	From	SR 24						NA			NA		1998
				To	Dead End											
746	0.08	NA		From	15-660						NA			NA		
				To	Dead End											
748	0.40	8	R	From	SR 24; 15-692						NA			NA		08/20/2001
				To	Dead End											
749	1.00	130	R	From	SR 40						NA			NA		1998
				To	15-618											
750	0.36	270	R	From	US 29						NA			NA		08/27/2001
				To	15-912											
750	0.44	260	R	From							NA			NA		08/27/2001
				To	Dead End											
751	2.00	210	R	From	15-686						NA			NA		07/10/2001
				To	15-701											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(752)	0.10	240	R	From	Dead End						NA			NA		05/30/2001
(752)	0.30	300	R	To	0.10 MN Dead End						NA			NA		05/30/2001
(752)	0.40	360	R	From	15-918						NA			NA		05/30/2001
(752)				To	US 460											
(754)	0.36	140	R	From	US 29						NA			NA		09/25/2001
(754)	0.15	290	R	To	15-689						NA			NA		09/25/2001
(754)	0.10	80	R	From	15-738						NA			NA		09/25/2001
(754)				To	Dead End											
(755)	0.60	90	R	From	Dead End						NA			NA		1998
(755)				To	15-600											
(756)	1.80	160	R	From	15-601						NA			NA		1998
(756)				To	Charlotte County Line											
(757)	3.00	110	R	From	15-660						NA			NA		05/30/2001
(757)				To	15-656											
(758)	0.13	140	R	From	Dead End						NA			NA		1986
(758)				To	US 29; FR 905											
(759)	0.09	110	R	From	US 501						NA			NA		08/14/2001
(759)				To	15-803											
(760)	0.11	10	R	From	15-797						NA			NA		07/17/2001
(760)				To	Dead End											
(761)	1.20	610	G	From	Pittsylvania County Line					F	0.107	F	0.644	610	G	2002
(761)				To	15-633 SOUTH											
(761)	3.15	520	G	From	93% 0% 1% 1% 4% 0%					F	0.102	F	0.687	520	G	2002
(761)				To	15-705											
(761)	1.97	1000	G	From	93% 0% 1% 1% 4% 0%					F	0.092	F	0.57	1000	G	2002
(761)				To	15-699											
(761)	1.67	2200	G	From	93% 0% 1% 1% 4% 0%					C	0.086	F	0.521	2200	G	2002
(761)				To	US 501; 15-652											
(762)	0.58	20	R	From	Dead End						NA			NA		07/17/2001
(762)				To	15-646											
(763)	0.51	180	R	From	15-802						NA			NA		1998
(763)				To	15-800											
(769)	0.08	400	R	From	15-859						NA			NA		1998
(769)				To	15-779 WEST						NA			NA		1998
(769)	0.05	830	R	From	15-1515						NA			NA		1998
(769)	0.03	860	R	To	15-779 EAST											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
769	0.06	1200	R	From	15-779 EAST					NA			NA		07/18/2001	
				To	15-782											
769	0.26	1200	R	From						NA			NA		1998	
				To	US 460 BUS											
770	0.38	170	R	From	15-1651					NA			NA		1998	
				To	15-835											
771	1.80	240	R	From	Dead End					NA			NA		07/09/2001	
				To	15-646											
772	0.65	40	R	From	15-643					NA			NA		07/09/2001	
				To	Dead End											
773	0.07	220	R	From	SR 24					NA			NA		1998	
				To	15-683											
775	1.25	80	R	From	Dead End					NA			NA		07/09/2001	
				To	15-657											
776	1.10	70	R	From	Dead End					NA			NA		07/09/2001	
				To	15-648											
778	0.75	80	R	From	Dead End					NA			NA		07/10/2001	
				To	US 501											
779	0.53	200	R	From	15-769 WEST					NA			NA		1998	
				To	15-769 EAST											
781	1.30	90	R	From	Dead End					NA			NA		1998	
				To	SR 24											
782	0.06	230	R	From	15-859					NA			NA		1998	
				To	15-828											
782	0.17	350	R	From						NA			NA		1998	
				To	15-769											
783	0.07	40	R	From	Dead End					NA			NA		1998	
				To	15-713											
784	0.42	440	R	From	15-683 SOUTH					NA			NA		1998	
				To	15-683 NORTH											
785	0.80	40	R	From	Dead End					NA			NA		07/09/2001	
				To	15-643											
786	0.80	60	R	From	15-605					NA			NA		1998	
				To	Dead End											
787	0.60	160	R	From	Dead End					NA			NA		05/30/2001	
				To	15-609											
788	0.80	47	R	From	15-663					NA			NA		07/09/2001	
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(789)	0.15	360	R			From: US 460 BUS					NA			NA		08/14/2001
						To: 0.15 ME OF US 460 BUS										
(789)	0.15	180	R			From: Cul-de-Sac					NA			NA		1998
						To:										
(790)	2.40	100	R			From: 15-615 SOUTH					NA			NA		07/10/2001
						To: 15-615 NORTH										
(791)	0.55	400	R			From: US 460 BUS					NA			NA		1998
						To: Dead End										
(792)	0.70	120	R			From: Dead End					NA			NA		07/17/2001
						To: 15-600										
(793)	0.40	190	R			From: 15-609					NA			NA		05/30/2001
						To: Dead End										
(794)	0.30	10	R			From: 15-648					NA			NA		07/09/2001
						To: Dead End										
(795)	1.10	50	R			From: 15-601					NA			NA		07/17/2001
						To: Dead End										
(796)	0.20	170	R			From: Dead End					NA			NA		1998
						To: US 460 BUS										
(797)	0.45	47	R			From: 15-650					NA			NA		07/17/2001
						To: 0.45 ME 15-650										
(797)	0.25	30	R			From:					NA			NA		07/10/2001
						To: Dead End										
(798)	0.25	90	R			From: 15-615					NA			NA		07/17/2001
						To: Dead End										
(799)	1.12	110	R			From: Dead End					NA			NA		1998
						To: 15-609										
(800)	0.66	1500	R			From: US 460					NA			NA		1998
						To: SR 24										
(800)	0.13	540	R			From:					NA			NA		1998
						To: Appomattox County Line										
(801)	0.30	50	R			From: Charlotte County Line					NA			NA		07/17/2001
						To: 15-600										
(802)	0.11	320	R			From: 15-800					NA			NA		1998
						To: US 460										
(803)	0.06	40	R			From: Dead End					NA			NA		1998
						To: 15-759										
(803)	0.08	30	R			From:					NA			NA		1998
						To: Dead End										
(804)	0.96	320	R			From: 15-606					NA			NA		07/17/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(805)	1.40	140	R	From	Dead End						NA			NA		07/10/2001
				To	15-615											
(806)	0.75	100	R	From	15-606						NA			NA		1998
				To	Dead End											
(808)	0.41	40	R	From	Dead End						NA			NA		08/20/2001
				To	SR 24											
(809)	0.55	100	R	From	15-643						NA			NA		07/17/2001
				To	Dead End											
(810)	0.33	120	R	From	Dead End						NA			NA		08/10/2001
				To	SR 24											
(811)	2.85	700	G	From	Bedford County Line					C	0.108	F	0.658	710	G	2002
				To	15-725											
(811)	0.11	250	G	From	95%	0%	3%	0%	1%	F	0.101	F	0.551	250	G	2002
				To	SR 24											
(812)	0.44	660	R	From	15-811						NA			NA		1998
				To	SR 24											
(814)	0.35	250	R	From	US 29						NA			NA		08/27/2001
				To	Dead End											
(815)	0.13	90	R	From	15-832						NA			NA		1998
				To	15-833											
(816)	0.60	150	R	From	Dead End						NA			NA		1998
				To	SR 24											
(818)	0.57	70	R	From	15-663						NA			NA		07/09/2001
				To	Dead End											
(819)	0.40	70	R	From	Dead End						NA			NA		05/30/2001
				To	US 460											
(820)	0.70	40	R	From	Dead End						NA			NA		07/09/2001
				To	15-646											
(821)	0.81	120	R	From	15-705						NA			NA		08/20/2001
				To	Dead End											
(822)	0.30	40	R	From	15-618						NA			NA		1998
				To	Dead End											
(823)	0.55	120	R	From	Dead End						NA			NA		07/16/2001
				To	15-682											
(824)	1.65	280	R	From	15-696						NA			NA		08/20/2001
				To	15-705											
(825)	0.20	30	R	From	15-696						NA			NA		08/10/2001
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(826)	0.33	80	R	From:	Dead End						NA			NA		08/14/2001
				To:	15-635											
(827)	0.35	100	R	From:	15-853 WEST						NA			NA		1998
				To:	15-853 EAST											
(828)	0.24	170	R	From:	15-782						NA			NA		08/27/2001
				To:	US 460 BUS											
(829)	0.42	1500	R	From:	15-624						NA			NA		1998
				To:	US 460 BUS; 15-1505											
(830)	0.26	370	R	From:	Dead End						NA			NA		08/14/2001
				To:	US 460 BUS											
(831)	0.29	50	R	From:	Cul-de-Sac						NA			NA		07/18/2001
				To:	15-712											
(832)	0.14	230	R	From:	SR 24						NA			NA		1998
				To:	15-815											
(832)	0.08	70	R	From:							NA			NA		1998
				To:	Dead End											
(833)	0.08	170	R	From:	SR 24						NA			NA		1998
				To:	15-815											
(833)	0.13	140	R	From:							NA			NA		08/14/2001
				To:	Dead End											
(834)	1.10	120	R	From:	15-615						NA			NA		07/09/2001
				To:	Dead End											
(835)	0.36	540	R	From:	15-1670						NA			NA		08/20/2001
				To:	15-1526											
(835)	0.11	650	R	From:							NA			NA		08/20/2001
				To:	15-770											
(835)	0.12	1700	R	From:							NA			NA		08/20/2001
				To:	15-1527											
(835)	0.28	1900	R	From:							NA			NA		08/20/2001
				To:	15-622											
(836)	0.45	210	R	From:	US 460						NA			NA		07/26/2001
				To:	Dead End											
(837)	0.18	100	R	From:	FR-794						NA			NA		08/29/2001
				To:	15-677											
(838)	0.13	60	R	From:	Dead End						NA			NA		1998
				To:	15-891											
(838)	0.07	730	R	From:							NA			NA		1998
				To:	US 501											
(838)	0.17	690	R	From:							NA			NA		1998
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
839	0.30	30	R	From	15-682						NA			NA		07/16/2001
				To	Dead End											
840	0.68	330	R	From	Dead End						NA			NA		07/24/2001
				To	SR 43											
842	0.54	270	R	From	US 460 BUS						NA			NA		1998
				To	US 460 BUS NORTH											
846	0.09	30	R	From	15-665						NA			NA		08/27/2001
				To	Dead End											
847	0.60	190	R	From	Dead End						NA			NA		08/22/2001
				To	15-682											
Town of Brookneal																
849	0.10	360	R	From	15-601						NA			NA		07/31/2001
				To	15-1126											
849	0.45	250	R	From							NA			NA		07/31/2001
				To	Dead End											
Campbell County																
850	1.45	80	R	From	Dead End						NA			NA		1998
				To	15-660											
851	1.57	410	R	From	Dead End						NA			NA		05/30/2001
				To	15-660 NORTH											
851	0.55	280	R	From	15-660 SOUTH						NA			NA		05/30/2001
				To	Cul-de-Sac											
852	0.43	30	R	From	15-851						NA			NA		1998
				To	Cul-de-Sac											
853	0.16	350	R	From	15-622 WEST						NA			NA		1998
				To	15-827 WEST											
853	0.10	200	R	From							NA			NA		1998
				To	15-827 EAST											
853	0.09	320	R	From							NA			NA		1998
				To	15-622 EAST											
854	0.40	180	R	From	15-615						NA			NA		07/10/2001
				To	Dead End											
858	0.50	540	R	From	Bedford County Line						NA			NA		1998
				To	15-623 WEST											
858	0.65	3300	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.624	3400	G	2002
				To	15-1580											
859	0.19	580	R	From	15-769						NA			NA		1998
				To	15-1546											
859	0.03	1200	R	From							NA			NA		1998
				To	15-1515											
859	0.07	1400	R	From							NA			NA		1998
				To	15-782											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(859)	0.18	1500	R	From:	15-782						NA			NA		1998
(859)	0.06	1800	R	To:	15-1528						NA			NA		1998
				From:	US 469 BUS											
(860)	0.10	30	R	To:	Dead End; .10 MW						NA			NA		07/17/2001
(860)	0.40	40	R	From:	15-601						NA			NA		07/17/2001
				To:	Dead End; .40 ME 601											
(862)	0.04	370	R	From:	15-1520						NA			NA		1998
				To:	SCL LYNCHBURG											
(863)	0.10	90	R	From:	Dead End						NA			NA		08/27/2001
				To:	US 29											
(865)	0.10	50	R	From:	Dead End						NA			NA		07/24/2001
				To:	15-713											
(866)	0.20	130	R	From:	15-714						NA			NA		07/18/2001
				To:	15-733											
(867)	0.45	30	R	From:	Dead End						NA			NA		07/09/2001
				To:	15-604											
(868)	0.43	200	R	From:	15-605						NA			NA		07/17/2001
				To:	Dead End											
(869)	0.35	170	R	From:	Dead End						NA			NA		08/29/2001
				To:	US 501; 15-1029											
(870)	0.20	180	R	From:	Dead End						NA			NA		08/07/2001
				To:	15-858											
(871)	0.33	50	R	From:	Dead End						NA			NA		1998
				To:	15-623; 15-1587											
Town of Brookneal																
(874)	0.10	40	R	From:	US 501						NA			NA		1998
				To:	Dead End											
Campbell County																
(875)	0.12	20	R	From:	15-712						NA			NA		08/27/2001
				To:	Dead End											
Town of Brookneal																
(876)	0.03	70	R	From:	Dead End						NA			NA		07/31/2001
				To:	US 501											
Campbell County																
(877)	0.50	1600	R	From:	US 460 BUS						NA			NA		1998
(877)	0.16	1800	R	To:	15-1545						NA			NA		1998
				From:												
(877)	0.30	940	R	To:	15-1570						NA			NA		1998
				From:												
				To:	15-1597											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(878)	0.34	70	R	From	Dead End						NA			NA		1998
				To	15-792											
(879)	0.30	60	R	From	SR 24						NA			NA		1998
				To	Dead End											
(880)	0.20	30	R	From	SR 24						NA			NA		08/20/2001
				To	Dead End											
(881)	0.63	70	R	From	15-600						NA			NA		1998
				To	Dead End											
(882)	0.17	30	R	From	Dead End						NA			NA		07/16/2001
				To	15-694											
(883)	0.40	70	R	From	Dead End						NA			NA		07/17/2001
				To	15-615											
(884)	0.24	420	R	From	US 501						NA			NA		08/29/2001
				To	Dead End											
(885)	0.16	330	R	From	15-678						NA			NA		08/27/2001
				To	Dead End											
(886)	0.10	60	R	From	Dead End						NA			NA		1998
				To	0.10 ME Dead End											
(886)	0.06	120	R	From	0.10 ME Dead End						NA			NA		08/14/2001
				To	US 501											
(887)	0.22	NA		From	IS-00395-S010A(R)/BOUNDARY CHANNEL						NA			NA		
				To	Cul-de-Sac											
(888)	1.03	190	R	From	Dead End						NA			NA		1998
				To	15-908											
(888)	0.35	290	R	From	15-908						NA			NA		1998
				To	US 29											
(889)	0.14	140	R	From	15-624 SOUTH						NA			NA		08/14/2001
				To	15-624 NORTH											
(890)	0.40	50	R	From	Dead End						NA			NA		07/17/2001
				To	15-600											
(891)	0.03	170	R	From	15-671						NA			NA		08/14/2001
				To	15-838											
(892)	0.11	480	R	From	US 460 BUS						NA			NA		1998
				To	15-1516											
(892)	0.15	360	R	From	15-1516						NA			NA		1998
				To	15-1517											
(892)	0.44	330	R	From	15-1517						NA			NA		1998
				To	US 460 BUS NORTH											
(893)	0.20	80	R	From	Dead End						NA			NA		1998
				To	0.20 ME Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(893)	0.30	150	R	From	0.20 ME Dead End						NA			NA		1998
				To	15-725											
(894)	0.40	120	R	From	US 501 SOUTH						NA			NA		1998
				To	US 501 NORTH											
(895)	0.10	1500	R	From	15-664						NA			NA		1998
				To	US 501											
(896)	1.02	250	R	From	Cul-de-Sac						NA			NA		07/16/2001
				To	SR 43											
(897)	0.60	190	R	From	15-615						NA			NA		07/10/2001
				To	Dead End											
(898)	0.50	70	R	From	15-680						NA			NA		1998
				To	US 501											
(899)	0.06	NA		From	Cul-de-Sac						NA			NA		
				To	15-896											
(900)	0.15	50	R	From	15-713						NA			NA		1998
				To	Dead End											
(901)	0.25	50	R	From	Dead End						NA			NA		08/14/2001
				To	15-612											
(902)	0.13	80	R	From	Dead End; .13 MS						NA			NA		08/20/2001
(902)	0.13	80	R	From	15-888						NA			NA		08/20/2001
				To	Cul-de-Sac											
(903)	0.35	100	R	From	15-600						NA			NA		07/17/2001
				To	Dead End											
(904)	0.30	130	R	From	15-655						NA			NA		1998
				To	Dead End											
(905)	0.25	80	R	From	Dead End						NA			NA		1998
				To	15-682											
(906)	0.34	120	R	From	US 29						NA			NA		08/27/2001
				To	15-907											
(907)	0.06	60	R	From	15-906						NA			NA		08/27/2001
				To	15-696											
(908)	0.67	70	R	From	Dead End; .67 MN						NA			NA		08/20/2001
(908)	0.22	70	R	From	15-888						NA			NA		08/20/2001
				To	Dead End; .22 MS											
(909)	0.11	150	R	From	15-696						NA			NA		07/18/2001
				To	15-700											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(910)	0.68	70	R	From	US 501						NA			NA		1998
				To	Dead End											
(911)	0.08	70	R	From	Dead End						NA			NA		08/14/2001
				To	15-622											
(912)	0.68	300	R	From	15-750						NA			NA		08/27/2001
				To	US 29											
(913)	0.05	8	R	From	15-646						NA			NA		1998
				To	0.05 ME 15-646											
(913)	0.15	2	R	From	0.06 ME 15-646						NA			NA		1998
				To	Dead End											
(914)	1.00	150	R	From	Dead End						NA			NA		08/20/2001
				To	15-696											
(915)	0.25	60	R	From	Dead End						NA			NA		1998
				To	15-692											
(916)	0.12	70	R	From	Dead End						NA			NA		1998
				To	US 501											
(917)	1.63	350	G	From	US 501 SOUTH						F	0.078	F	0.517	350	G
				To	15-605											
(917)	0.91	680	G	From	97% 0% 1% 1% 1% 0%						C	0.08	F	0.655	680	G
				To	US 501 NORTH											
(918)	0.25	120	R	From	15-752						NA			NA		05/30/2001
				To	Dead End											
(919)	0.50	70	R	From	15-615						NA			NA		07/10/2001
				To	Dead End											
(920)	0.45	60	R	From	Dead End						NA			NA		1998
				To	15-696											
(921)	0.48	170	R	From	15-670						NA			NA		08/29/2001
				To	Dead End											
(923)	0.24	90	R	From	Dead End						NA			NA		08/20/2001
				To	US 29											
(924)	0.22	60	R	From	US 29						NA			NA		1998
				To	Dead End											
(925)	0.39	160	R	From	15-605						NA			NA		08/14/2001
				To	Dead End											
(926)	0.14	50	R	From	15-721						NA			NA		07/09/2001
				To	Dead End											
(927)	0.15	130	R	From	15-648						NA			NA		07/17/2001
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
928	0.05	110	R	From	Dead End						NA			NA		1998
				To	US 501											
Campbell County																
929	0.10	80	R	From	15-725						NA			NA		1998
				To	Dead End											
930	0.15	120	R	From	Cul-de-Sac						NA			NA		08/29/2001
				To	15-680											
931	0.35	40	R	From	Dead End						NA			NA		07/17/2001
				To	15-651											
932	0.22	100	R	From	15-652						NA			NA		08/14/2001
				To	Dead End											
933	0.03	20	R	From	Dead End						NA			NA		1998
				To	US 501											
934	0.20	80	R	From	Dead End						NA			NA		08/20/2001
				To	15-811											
936	0.10	70	R	From	Dead End						NA			NA		1998
				To	15-682											
937	0.61	160	R	From	Dead End						NA			NA		07/10/2001
				To	15-615											
939	0.07	130	R	From	US 29						NA			NA		08/27/2001
				To	Dead End											
941	0.30	50	R	From	Dead End						NA			NA		1998
				To	15-680											
942	0.25	450	R	From	Dead End						NA			NA		07/17/2001
				To	15-648											
943	0.25	70	R	From	Dead End						NA			NA		07/17/2001
				To	15-602											
944	0.43	60	R	From	Dead End						NA			NA		07/16/2001
				To	15-694											
945	0.10	20	R	From	Dead End						NA			NA		1993
				To	15-640											
946	0.10	60	R	From	Dead End						NA			NA		08/20/2001
				To	15-633											
947	0.40	80	R	From	15-701						NA			NA		1998
				To	Dead End											
950	0.20	70	R	From	15-690						NA			NA		1998
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(960)	0.08	70	R	From	Dead End						NA			NA		1998
(960)	0.20	70	R	To	15-670						NA			NA		1998
				From	Dead End											
(970)	0.15	NA		To	US 501						NA			NA		
				From	05-600											
(972)	0.16	140	R	To	Dead End						NA			NA		1998
				From	15-681											
(1000)	0.11	360	R	To	Dead End						NA			NA		1998
				From	Dead End											
(1001)	0.25	100	R	To	SR 24						NA			NA		07/09/2001
				From	SR 24											
(1002)	0.27	100	R	To	Dead End						NA			NA		09/18/2001
				From	Cul-de-Sac											
(1003)	0.08	40	R	To	15-1002						NA			NA		09/18/2001
				From	Dead End											
(1005)	0.01	30	R	To	15-1006						NA			NA		09/25/2001
(1005)	0.09	80	R	To	15-737						NA			NA		07/09/2001
				From	15-1005											
(1006)	0.20	30	R	To	15-1007						NA			NA		07/09/2001
				From	Dead End											
(1007)	0.01	1	R	To	15-1006						NA			NA		09/18/2001
(1007)	0.10	30	R	To	15-737						NA			NA		09/18/2001
				From	Cul-de-Sac											
(1010)	0.35	90	R	To	15-651						NA			NA		1998
				From	Cul-de-Sac											
(1011)	0.06	40	R	To	15-1010						NA			NA		1998
				From	Cul-de-Sac											
(1015)	0.29	NA		To	15-836						NA			NA		
				From	Cul-de-Sac											
(1016)	0.32	48	R	To	US 460						NA			NA		07/26/2001
				From	US 460											
(1017)	0.20	360	R	To	15-1019						NA			NA		07/26/2001
				From	15-1019 SOUTH											
(1018)	0.59	160	R	To	15-1019 NORTH						NA			NA		07/26/2001

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1019)	0.09	40	R	From	Dead End						NA			NA		07/26/2001
(1019)	0.10	140	R	To	15-1017						NA			NA		07/26/2001
(1019)	0.15	110	R	From	15-1020						NA			NA		07/26/2001
(1019)	0.15	110	R	To	15-1018 SOUTH						NA			NA		07/26/2001
(1019)	0.18	70	R	From	15-1018 NORTH						NA			NA		07/26/2001
				To	Dead End											
(1020)	0.07	90	R	From	Cul-de-Sac						NA			NA		07/26/2001
				To	15-1019											
(1023)	0.23	70	R	From	15-662						NA			NA		05/30/2001
				To	Cul-de-Sac											
(1024)	0.53	200	R	From	Cul-de-Sac						NA			NA		05/30/2001
				To	15-662											
(1025)	0.33	30	R	From	15-1026						NA			NA		09/18/2001
				To	Cul-de-Sac											
(1026)	0.11	20	R	From	Cul-de-Sac						NA			NA		09/18/2001
				To	15-1025											
(1027)	0.09	30	R	From	15-1024						NA			NA		09/18/2001
				To	Cul-de-Sac											
(1029)	0.08	30	R	From	US 501; 15-869						NA			NA		08/29/2001
				To	Dead End											
(1030)	0.13	60	R	From	Dead End						NA			NA		08/27/2001
				To	15-667											
(1031)	0.26	NA		From	Cul-de-Sac/						NA			NA		
				To	15-00726(B)/											
(1035)	0.28	160	R	From	US 460						NA			NA		07/24/2001
				To	Cul-de-Sac											
(1036)	0.31	NA		From	15-00884(B)/						NA			NA		
				To	Dead End/											
(1040)	0.16	240	R	From	Cul-de-Sac						NA			NA		05/30/2001
				To	15-799											
(1043)	0.42	380	R	From	Cul-de-Sac						NA			NA		08/01/2001
				To	15-623											
(1044)	0.34	280	R	From	15-1043						NA			NA		08/01/2001
				To	Cul-de-Sac											
(1045)	0.22	450	R	From	15-1044						NA			NA		08/01/2001
				To	15-1045											

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						2Axle	3+Axle	1Trail	2Trail								
Campbell County																	
(1046)	0.08	70	R	From							NA			NA		08/01/2001	
				To	Cul-de-Sac												
Town of Brookneal																	
(1101)	0.29	780	R	From	US 501						NA			NA		08/08/2001	
				To	15-1130												
(1101)	0.05	260	R	From							NA			NA		08/08/2001	
				To	0.06 ME 15-1130												
(1101)	0.09	20	R	From							NA			NA		1998	
				To	Dead End												
(1102)	0.04	450	R	From	15-1147						NA			NA		1998	
				To	15-1111												
(1102)	0.10	1200	G	97%	0%	2%	0%	0%	0%	C	0.089	F	0.505	1200	G	2002	
(1102)	0.48	470	G	97%	0%	2%	0%	0%	0%		F	0.089	F	0.511	470	G	2002
				To	15-1125												
(1102)	0.10	330	R	From	15-1133						NA			NA		1998	
				To	0.10 ME 15-1133												
(1102)	0.14	300	R	From							NA			NA		1998	
				To	Dead End												
(1103)	0.05	260	R	From	15-1104						NA			NA		08/14/2001	
				To	15-1135												
(1103)	0.06	600	R	From							NA			NA		08/08/2001	
				To	US 501												
(1103)	0.06	1300	R	From							NA			NA		08/14/2001	
				To	15-1141												
(1103)	0.08	800	R	From							NA			NA		08/14/2001	
				To	15-1111												
(1104)	0.09	110	R	From	Dead End						NA			NA		08/14/2001	
				To	15-1120												
(1104)	0.23	90	R	From							NA			NA		08/14/2001	
				To	15-1103												
(1104)	0.07	60	R	From							NA			NA		08/14/2001	
				To	15-1128												
(1105)	0.09	50	R	From	US 501						NA			NA		07/31/2001	
				To	15-1132												
(1105)	0.09	60	R	From							NA			NA		1995	
				To	15-1130												
(1105)	0.06	90	R	From							NA			NA		08/08/2001	
				To	Dead End												
(1106)	0.14	50	R	From	Dead End						NA			NA		08/08/2001	
				To	15-1124												
(1106)	0.16	220	R	From							NA			NA		08/08/2001	
				To	US 501												
(1107)	0.03	40	R	From	Dead End						NA			NA		1993	
				To	15-1125												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
(1107)	0.14	70	R	From	15-1125						NA			NA		07/31/2001
(1107)	0.17	250	R	To	15-1137						NA			NA		07/31/2001
				From	15-1102											
(1108)	0.12	170	R	To	US 501						NA			NA		07/31/2001
(1108)	0.04	30	R	From	15-1132						NA			NA		07/31/2001
				To	Dead End											
(1109)	0.13	110	R	From	US 501						NA			NA		07/31/2001
				To	15-1132											
(1110)	0.26	80	R	From	Dead End						NA			NA		07/31/2001
(1110)	0.06	120	R	To	15-1134						NA			NA		07/31/2001
				From	15-1102											
(1111)	0.23	1900	G	From	US 501					F	0.105	F	0.566	1900	G	2002
(1111)	0.27	2300	G	To	15-1115; 15-1138					C	0.098	F	0.546	2300	G	2002
				From	SR 40											
(1112)	0.06	580	R	To	US 501						NA			NA		07/31/2001
(1112)	0.06	140	R	From	15-1141						NA			NA		07/31/2001
				To	Dead End											
(1113)	0.24	120	R	From	SR 40						NA			NA		08/08/2001
				To	Dead End											
(1114)	0.06	40	R	From	15-1143						NA			NA		08/08/2001
(1114)	0.07	30	R	To	15-1121						NA			NA		08/08/2001
(1114)	0.11	100	R	From	SR 40						NA			NA		08/08/2001
				To	15-1144											
(1115)	0.28	320	R	From	US 501						NA			NA		1998
(1115)	0.17	510	R	To	15-1117						NA			NA		1998
				From	15-1111; 15-1138											
(1116)	0.12	240	R	To	US 501						NA			NA		07/31/2001
(1116)	0.05	230	R	From	15-1132						NA			NA		07/31/2001
(1116)	0.08	190	R	To	0.06 ME 15-1132						NA			NA		07/31/2001
(1116)	0.03	300	R	From	15-1145						NA			NA		07/31/2001
				To	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
1117	0.09	45	R	From	15-1115						NA			NA		1998
				To	Dead End											
1118	0.09	460	R	From	US 501						NA			NA		08/14/2001
				To	Dead End											
1119	0.09	60	R	From	SR 40						NA			NA		08/06/2001
				To	15-1114											
1119	0.06	40	R	From	15-1114						NA			NA		08/06/2001
				To	15-1132											
1120	0.03	20	R	From	Dead End						NA			NA		08/14/2001
				To	15-1104											
1121	0.08	150	R	From	SR 40						NA			NA		08/06/2001
				To	15-1114											
1122	0.07	46	R	From	15-601						NA			NA		07/31/2001
				To	15-1123											
1122	0.05	30	R	From	15-1123						NA			NA		07/31/2001
				To	Dead End											
1123	0.15	40	R	From	15-601						NA			NA		07/31/2001
				To	15-1122											
1124	0.06	160	R	From	Dead End						NA			NA		08/08/2001
				To	15-1106											
1125	0.17	100	R	From	15-1107						NA			NA		07/31/2001
				To	15-1137											
1125	0.19	200	R	From	15-1137						NA			NA		07/31/2001
				To	15-1102											
1126	0.10	80	R	From	15-849						NA			NA		07/31/2001
				To	15-1127											
1127	0.15	50	R	From	15-1126						NA			NA		07/31/2001
				To	Dead End											
1128	0.05	60	R	From	15-1104						NA			NA		08/14/2001
				To	US 501											
1129	0.10	20	R	From	SR 40						NA			NA		08/06/2001
				To	15-1144											
1130	0.02	140	R	From	15-1148						NA			NA		1998
				To	15-1139											
1130	0.05	100	R	From	15-1139						NA			NA		1998
				To	15-1131											
1130	0.06	180	R	From	15-1131						NA			NA		1998
				To	15-1101											
1130	0.06	100	R	From	15-1101						NA			NA		1998
				To	15-1105											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
(1130)	0.04	49	R	From	15-1105						NA			NA		1998
				To	Dead End											
(1131)	0.25	190	R	From	15-1130						NA			NA		08/06/2001
				To	15-1136											
(1131)	0.06	210	R	From	15-1136						NA			NA		08/06/2001
				To	SR 40											
(1132)	0.05	40	R	From	15-1116						NA			NA		07/31/2001
				To	15-1108											
(1132)	0.11	60	R	From	15-1108						NA			NA		07/31/2001
				To	15-1105											
(1132)	0.06	70	R	From	15-1105						NA			NA		08/06/2001
				To	15-1101											
(1132)	0.11	120	R	From	15-1101						NA			NA		08/06/2001
				To	15-1139											
(1132)	0.06	110	R	From	15-1139						NA			NA		08/05/2001
				To	15-1143											
(1132)	0.08	110	R	From	15-1143						NA			NA		08/06/2001
				To	15-1119											
(1132)	0.07	110	R	From	15-1119						NA			NA		08/06/2001
				To	SR 40											
(1132)	0.07	90	R	From	SR 40						NA			NA		08/06/2001
				To	0.07 ME SR 40											
(1132)	0.01	10	R	From	0.07 ME SR 40						NA			NA		08/06/2001
				To	0.08 ME SR 40											
(1132)	0.02	10	R	From	0.08 ME SR 40						NA			NA		08/06/2001
				To	15-1144											
(1133)	0.27	80	R	From	15-1102						NA			NA		07/31/2001
				To	Dead End											
(1134)	0.09	45	R	From	Dead End						NA			NA		07/31/2001
				To	15-1110											
(1135)	0.09	180	R	From	Dead End						NA			NA		08/14/2001
				To	15-1103											
(1136)	0.03	10	R	From	Dead End						NA			NA		1998
				To	15-1131											
(1137)	0.09	80	R	From	15-1125						NA			NA		07/31/2001
				To	15-1107											
(1137)	0.04	48	R	From	15-1107						NA			NA		07/31/2001
				To	15-1142											
(1138)	0.12	1700	R	From	Dead End						NA			NA		07/31/2001
				To	15-1111; 15-1115											
(1139)	0.15	80	R	From	US 501						NA			NA		1998
				To	15-1132											
(1139)	0.05	110	R	From	15-1132						NA			NA		1998
				To	15-1140											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
1139	0.07	130	R	From	15-1140						NA			NA		1998
				To	15-1130											
1140	0.11	20	R	From	15-1101						NA			NA		07/31/2001
				To	15-1139											
1140	0.06	20	R	From	15-1143						NA			NA		07/31/2001
				To	15-1143											
1141	0.07	130	R	From	15-1112						NA			NA		07/31/2001
				To	15-1103											
1141	0.05	450	R	From	Dead End						NA			NA		07/31/2001
				To	Dead End											
1142	0.07	40	R	From	Dead End						NA			NA		07/31/2001
				To	15-1137											
1142	0.15	140	R	From	15-1102						NA			NA		07/31/2001
				To	15-1102											
1143	0.05	20	R	From	15-1114						NA			NA		08/06/2001
				To	15-1132											
1143	0.05	20	R	From	15-1140						NA			NA		08/06/2001
				To	15-1140											
1144	0.06	30	R	From	15-1129						NA			NA		08/06/2001
				To	15-1114											
1144	0.07	10	R	From	15-1132						NA			NA		08/06/2001
				To	15-1132											
1145	0.20	130	R	From	US 501						NA			NA		07/31/2001
				To	15-1146											
1145	0.11	10	R	From	15-1116						NA			NA		07/31/2001
				To	15-1116											
1146	0.12	130	R	From	Dead End						NA			NA		07/31/2001
				To	15-1145											
1147	0.02	220	R	From	15-1103						NA			NA		08/14/2001
				To	15-1102											
1148	0.05	140	R	From	15-1130						NA			NA		1998
				To	Dead End											
1149	0.35	220	R	From	US 501						NA			NA		08/14/2001
				To	Dead End											
Campbell County																
1150	0.28	80	R	From	Cul-de-Sac						NA			NA		07/18/2001
				To	SR 24											
1155	0.32	220	R	From	Cul-de-Sac						NA			NA		08/22/2001
				To	15-683											
1160	0.34	130	R	From	15-682						NA			NA		08/22/2001
				To	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
1164	0.72	NA		From	15-00684(B)/						NA			NA		
				To	Cul-de-Sac/											
1165	0.62	NA		From	15-01164(B)/						NA			NA		
				To	Cul-de-Sac/											
1190	0.23	80	R	From	US 29						NA			NA		08/22/2001
				To	Cul-de-Sac											
1312	0.15	60	R	From	15-733						NA			NA		07/18/2001
				To	Dead End											
1318	0.56	310	R	From	Dead End						NA			NA		07/24/2001
				To	15-714											
1326	0.17	70	R	From	Dead End						NA			NA		07/24/2001
				To	SR 43											
1328	0.17	10	R	From	15-712						NA			NA		08/27/2001
				To	Dead End											
1330	0.07	70	R	From	15-1332						NA			NA		07/24/2001
				To	Cul-de-Sac											
1331	0.13	110	R	From	Dead End						NA			NA		07/16/2001
				To	15-710											
1332	0.16	260	R	From	15-1337						NA			NA		07/24/2001
				To	15-1333											
1332	0.28	510	R	From	15-1333						NA			NA		07/24/2001
				To	FR-626											
1333	0.11	100	R	From	Dead End						NA			NA		07/24/2001
				To	15-1335											
1333	0.12	180	R	From	15-1335						NA			NA		07/24/2001
				To	15-1332											
1334	0.08	30	R	From	15-1332						NA			NA		07/24/2001
				To	Cul-de-Sac											
1335	0.08	50	R	From	15-1333						NA			NA		07/24/2001
				To	Cul-de-Sac											
1336	0.13	60	R	From	15-1332						NA			NA		07/24/2001
				To	Cul-de-Sac											
1337	0.24	120	R	From	Cul-de-Sac						NA			NA		07/24/2001
				To	15-1332											
1338	0.44	160	R	From	15-1339						NA			NA		07/24/2001
				To	15-896											
1339	0.47	80	R	From	15-1338						NA			NA		07/24/2001
				To	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1340)	0.08	120	R	From:	15-699						NA			NA		08/27/2001
				To:	15-1341											
(1341)	0.04	48	R	From:	Dead End						NA			NA		08/27/2001
				To:	15-1340											
(1341)	0.05	50	R	From:	15-1340						NA			NA		08/27/2001
				To:	Dead End											
(1345)	0.12	250	R	From:	15-692						NA			NA		08/20/2001
				To:	Dead End											
(1400)	0.74	160	R	From:	15-623						NA			NA		1998
				To:	Bedford County Line											
(1401)	0.50	80	R	From:	15-1581						NA			NA		1998
				To:	15-1404											
(1401)	0.09	240	R	From:	15-1404						NA			NA		1998
				To:	15-1403											
(1401)	0.12	200	R	From:	15-1403						NA			NA		1998
				To:	15-681											
(1402)	0.18	140	R	From:	Dead End						NA			NA		08/14/2001
				To:	15-1403											
(1402)	0.10	310	R	From:	15-1403						NA			NA		08/14/2001
				To:	15-681											
(1403)	0.15	100	R	From:	15-1401						NA			NA		08/14/2001
				To:	15-1402											
(1404)	0.03	30	R	From:	15-1401						NA			NA		08/14/2001
				To:	Dead End											
(1407)	0.14	130	R	From:	Cul-de-Sac						NA			NA		08/14/2001
				To:	15-858											
(1408)	0.13	590	R	From:	Dead End						NA			NA		08/27/2001
				To:	15-1421											
(1408)	0.20	860	R	From:	15-1421						NA			NA		08/27/2001
				To:	15-679											
(1408)	0.35	250	R	From:	15-679						NA			NA		08/27/2001
				To:	15-1416											
(1408)	0.20	70	R	From:	15-1416						NA			NA		08/27/2001
				To:	Dead End											
(1410)	0.31	140	R	From:	Cul-de-Sac						NA			NA		08/14/2001
				To:	15-681											
(1416)	0.37	20	R	From:	15-679						NA			NA		08/27/2001
				To:	0.37 MN 15-679											
(1416)	0.07	50	R	From:	0.37 MN 15-679						NA			NA		08/27/2001
				To:	15-1408											
(1417)	0.30	30	R	From:	SCL LYNCHBURG						NA			NA		08/29/2001
				To:	SCL LYNCHBURG											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1419)	0.40	350	R	From	15-677						NA			NA		08/29/2001
(1419)	0.09	90	R	To	15-1420						NA			NA		08/29/2001
				From	Dead End											
(1420)	0.07	30	R	To	15-1419						NA			NA		1998
				From	15-1408						NA			NA		08/27/2001
(1421)	0.19	130	R	To	15-1422											
				From	Dead End						NA			NA		08/27/2001
(1422)	0.30	170	R	To	15-1421						NA			NA		08/27/2001
(1422)	0.10	190	R	From	15-679						NA			NA		08/27/2001
				To	15-1423 BEGIN LOOP						NA			NA		08/29/2001
(1423)	0.63	160	R	To	15-1424						NA			NA		08/29/2001
(1423)	0.06	320	R	From	15-1423 END LOOP						NA			NA		1998
(1423)	0.07	370	R	To	15-677						NA			NA		1998
(1424)	0.03	40	R	From	15-1423						NA			NA		1998
				To	Cul-de-Sac											
(1425)	0.57	250	R	From	Cul-de-Sac						NA			NA		1998
				To	15-677						NA			NA		1998
(1426)	0.09	180	R	From	15-1423						NA			NA		1998
				To	15-1425											
(1428)	0.16	340	R	From	ECL LYNCHBURG						NA			NA		08/29/2001
				To	15-1431											
(1429)	0.32	40	R	From	SCL LYNCHBURG						NA			NA		08/29/2001
				To	SCL LYNCHBURG											
(1430)	0.06	8	R	From	Dead End						NA			NA		08/27/2001
				To	US 29											
(1431)	0.06	110	R	From	Dead End						NA			NA		08/29/2001
				To	15-1428						NA			NA		08/29/2001
(1431)	0.09	120	R	From	Dead End						NA			NA		08/29/2001
				To	Dead End											
(1433)	0.28	480	R	From	Dead End						NA			NA		08/27/2001
				To	US 29											
(1450)	0.35	110	R	From	Dead End						NA			NA		1998
				To	15-680											
(1471)	0.11	100	R	From	15-670						NA			NA		08/29/2001
				To	15-1472											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1472)	0.05	8	R	From:	15-1471						NA			NA		1998
				To:	Cul-de-Sac											
(1473)	0.70	190	R	From:	Dead End						NA			NA		1998
				To:	15-670											
(1480)	0.14	110	R	From:	15-677						NA			NA		1998
				To:	15-670											
(1481)	0.55	190	R	From:	Cul-de-Sac						NA			NA		1998
				To:	15-1483											
(1481)	0.27	260	R	From:							NA			NA		1998
				To:	15-1482											
(1481)	0.07	380	R	From:							NA			NA		1998
				To:	15-670											
(1482)	0.04	6	R	From:	Dead End						NA			NA		1998
				To:	15-1481											
(1483)	0.04	120	R	From:	Dead End						NA			NA		1998
				To:	15-1481											
(1497)	0.29	NA		From:	Bedford County Line						NA			NA		
				To:	Cul-de-Sac											
(1498)	0.10	NA		From:	Bedford County Line						NA			NA		
				To:	Cul-de-Sac											
(1499)	0.07	NA		From:	09-1500						NA			NA		
				To:	15-1498											
(1500)	0.04	30	R	From:	Dead End						NA			NA		08/07/2001
				To:	15-1614											
(1500)	0.07	210	R	From:							NA			NA		08/07/2001
				To:	15-1580											
(1500)	0.06	10	R	From:							NA			NA		08/07/2001
				To:	Dead End											
(1501)	0.20	1200	R	From:	15-682						NA			NA		08/29/2001
				To:	15-1502											
(1501)	0.30	830	R	From:							NA			NA		08/29/2001
				To:	15-1503											
(1501)	0.46	1400	R	From:							NA			NA		08/29/2001
				To:	SCL LYNCHBURG											
(1502)	0.21	290	R	From:	15-1501						NA			NA		08/29/2001
				To:	15-1540											
(1502)	0.15	110	R	From:							NA			NA		08/29/2001
				To:	15-1541											
(1502)	0.02	100	R	From:							NA			NA		08/29/2001
				To:	15-1503											
(1502)	0.03	20	R	From:							NA			NA		08/29/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
1503	0.07	100	R	From	15-1501						NA			NA		08/29/2001
				To	15-1502											
1504	0.42	210	R	From	US 460 BUS						NA			NA		1998
				To	Dead End											
1505	0.50	490	R	From	US 460 BUS						NA			NA		08/27/2001
				To	15-1506											
1505	0.09	450	R	From							NA			NA		08/27/2001
1505	0.09	420	R	From	15-1507						NA			NA		08/27/2001
				To	15-1508											
1505	0.08	350	R	From							NA			NA		08/27/2001
1505	0.49	80	R	From	BEGIN LOOP						NA			NA		08/27/2001
				To	END LOOP											
1506	0.05	20	R	From	Dead End						NA			NA		08/27/2001
				To	15-1505											
1506	0.04	20	R	From							NA			NA		08/27/2001
1507	0.04	20	R	From	Dead End						NA			NA		08/27/2001
				To	15-1505											
1507	0.04	20	R	From							NA			NA		08/27/2001
1508	0.10	180	R	From	15-1505						NA			NA		08/27/2001
				To	Dead End											
1509	0.12	130	R	From	Dead End						NA			NA		08/29/2001
				To	15-1553											
1509	0.14	380	R	From							NA			NA		08/29/2001
1509	0.10	140	R	From	15-1510						NA			NA		08/29/2001
				To	Cul-de-Sac											
1510	0.03	80	R	From	Cul-de-Sac						NA			NA		08/29/2001
				To	15-1553											
1510	0.07	130	R	From							NA			NA		08/29/2001
1511	0.27	70	R	From	15-1544 SOUTH						NA			NA		08/29/2001
				To	US 460 BUS; 15-1544											
1512	0.11	70	R	From	Dead End						NA			NA		08/07/2001
				To	US 460; 15-1580											
1513	0.17	150	R	From	Dead End						NA			NA		08/14/2001
				To	15-622											
1514	0.10	360	R	From	15-622						NA			NA		08/29/2001
				To	15-1579											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
1514	0.06	120	R	From	15-1579						NA			NA		08/29/2001
				To	15-1578											
1515	0.19	230	R	From	15-859						NA			NA		1998
				To	15-769											
1516	0.07	40	R	From	Dead End						NA			NA		08/14/2001
				To	15-892											
1517	0.08	70	R	From	Dead End						NA			NA		08/14/2001
				To	15-892											
1518	0.13	670	R	From	15-1547						NA			NA		1998
				To	15-1564											
1518	0.20	920	R	From							NA			NA		1998
				To	US 460 BUS											
1519	0.40	200	R	From	Dead End						NA			NA		1998
				To	15-622											
1519	0.10	460	R	From							NA			NA		1998
				To	15-1574; 15-1575											
1519	0.13	220	R	From							NA			NA		1998
				To	15-1574											
1520	1.58	850	G	From	15-622						0.107	F	0.515	880	G	2002
				To	15-1557											
1520	0.48	4100	G	From							0.108	F	0.667	4200	G	2002
				To	15-1551											
1520	0.79	10000	G	From							0.09	F	0.557	11000	G	2002
				To	US 460 BUS											
1521	0.18	80	R	From	15-682						NA			NA		08/29/2001
				To	Dead End											
1522	0.25	170	R	From	15-1531; 15-1534						NA			NA		08/22/2001
				To	15-1520											
1523	0.10	100	R	From	15-1596						NA			NA		08/29/2001
				To	15-1524											
1523	0.28	80	R	From							NA			NA		08/29/2001
				To	15-622											
1524	0.27	560	R	From	15-682						NA			NA		08/29/2001
				To	15-1523											
1524	0.28	170	R	From							NA			NA		08/29/2001
				To	15-622											
1525	0.13	520	R	From	15-1547						NA			NA		1998
				To	15-1563											
1525	0.20	1300	R	From							NA			NA		1998
				To	US 460 BUS											
1526	0.33	80	R	From	15-835						NA			NA		08/20/2001
				To	15-1527											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1527)	0.08	1200	R	From	Bedford County Line						NA			NA		08/20/2001
(1527)	0.03	690	R	To	15-1529						NA			NA		08/20/2001
(1527)	0.09	740	R	From	15-1526						NA			NA		08/20/2001
(1527)				To	15-835											
(1528)	0.21	210	R	From	Dead End						NA			NA		08/27/2001
(1528)				To	15-859											
(1529)	0.13	750	R	From	15-1527						NA			NA		08/20/2001
(1529)	0.12	910	R	To	15-1530						NA			NA		08/20/2001
(1529)				From	15-622						NA			NA		08/20/2001
(1529)	0.27	760	R	To	15-1573											
(1530)	0.05	70	R	From	Dead End						NA			NA		08/20/2001
(1530)				To	15-1529											
(1531)	0.88	300	R	From	15-1520 SOUTH						NA			NA		08/22/2001
(1531)				To	15-1520 NORTH											
(1532)	0.34	180	R	From	15-1532 BEGIN LOOP						NA			NA		08/22/2001
(1532)	0.06	1400	R	To	15-1533						NA			NA		08/22/2001
(1532)				From	15-1532 END LOOP						NA			NA		08/22/2001
(1532)	0.15	1200	R	To	15-1535						NA			NA		08/22/2001
(1532)	0.08	1400	R	From	15-1531						NA			NA		08/22/2001
(1532)	0.08	1400	R	To	15-1520											
(1533)	0.04	40	R	From	Dead End						NA			NA		08/22/2001
(1533)				To	15-1572						NA			NA		08/22/2001
(1533)	0.21	860	R	From	15-1589						NA			NA		08/22/2001
(1533)	0.09	1000	R	To	15-1532											
(1534)	0.10	130	R	From	15-1535						NA			NA		1998
(1534)				To	15-1522; 15-1531											
(1535)	0.12	210	R	From	15-1536						NA			NA		08/22/2001
(1535)	0.29	220	R	To	15-1534						NA			NA		08/22/2001
(1535)				From	15-1532						NA			NA		08/22/2001
(1535)	0.25	50	R	To	15-1531											
(1536)	0.09	50	R	From	Dead End						NA			NA		1998
(1536)				To	15-1535											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1536)	0.11	370	R	From	15-1535						NA			NA		1998
(1536)	0.05	560	R	To	15-1537						NA			NA		1998
				From	15-1520											
(1537)	0.05	20	R	To	15-1536						NA			NA		1998
				From	Dead End											
(1538)	0.29	350	R	To	15-682						NA			NA		08/29/2001
				From	15-1539											
(1539)	0.37	380	R	To	15-1538						NA			NA		08/29/2001
				From	15-682											
(1540)	0.09	80	R	To	15-1502						NA			NA		08/29/2001
(1540)	0.12	160	R	From	15-1542						NA			NA		08/29/2001
(1540)	0.09	310	R	To	15-1543						NA			NA		08/29/2001
				From	SCL LYNCHBURG											
(1541)	0.09	300	R	To	15-1502						NA			NA		08/29/2001
(1541)	0.10	120	R	From	15-1542						NA			NA		08/29/2001
(1541)	0.04	170	R	To	15-1543						NA			NA		08/29/2001
				From	SCL LYNCHBURG											
(1542)	0.13	110	R	To	15-1540						NA			NA		08/29/2001
				From	15-1541											
(1543)	0.16	70	R	To	15-1541						NA			NA		08/29/2001
				From	15-1540											
(1544)	0.61	150	R	To	15-1646						NA			NA		1998
(1544)	0.17	560	R	From	15-1511 SOUTH						NA			NA		1998
				To	US 460 BUS; 15-1511 N											
(1545)	0.08	30	R	From	Dead End						NA			NA		1998
(1545)	0.05	330	R	To	15-1566						NA			NA		1998
(1545)	0.41	820	R	From	15-1565						NA			NA		1998
				To	15-877											
(1546)	0.11	70	R	From	Dead End						NA			NA		1998
(1546)	0.10	1400	R	To	15-1547						NA			NA		1998
				From	15-859											
(1547)	0.75	690	R	To	15-1518						NA			NA		1998
				From	15-1520											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
1548	0.09	70	R	From	Dead End						NA			NA		1998
				To	15-1547											
1549	0.28	300	R	From	Dead End						NA			NA		08/20/2001
				To	15-622											
1550	0.22	280	R	From	US 460 BUS						NA			NA		1998
				To	Dead End											
1551	0.06	40	R	From	Dead End						NA			NA		08/29/2001
				To	15-1552											
1551	0.25	280	R	From							NA			NA		08/29/2001
				To	15-1520											
1552	0.10	60	R	From	15-1551						NA			NA		08/29/2001
				To	15-1553											
1552	0.17	790	R	From							NA			NA		08/29/2001
				To	15-1520											
1553	0.09	130	R	From	Cul-de-Sac						NA			NA		08/29/2001
				To	15-1510											
1553	0.20	220	R	From							NA			NA		08/29/2001
				To	15-1509											
1553	0.06	310	R	From							NA			NA		08/29/2001
				To	15-1552											
1554	0.08	70	R	From	Dead End						NA			NA		1998
				To	15-1547											
1555	0.07	70	R	From	Dead End						NA			NA		1998
				To	15-1547											
1555	0.10	340	R	From							NA			NA		1998
				To	15-1563											
1556	0.09	60	R	From	Dead End						NA			NA		1998
				To	15-1547											
1557	0.14	2400	R	From	15-1558						NA			NA		1998
				To	15-1520											
1558	0.27	330	R	From	Bedford County Line						NA			NA		1998
				To	15-1598											
1558	0.17	760	R	From							NA			NA		1998
				To	15-1599											
1558	0.07	830	R	From							NA			NA		1998
				To	15-1598											
1558	0.08	1100	R	From							NA			NA		1998
				To	15-1559											
1558	0.20	1200	R	From							NA			NA		1998
				To	15-1557											
1558	0.14	1100	R	From							NA			NA		1998
				To	15-1560											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1559)	0.13	140	R	From	Dead End						NA			NA		08/29/2001
(1559)	0.14	460	R	To	15-1558						NA			NA		1998
(1559)	0.04	320	R	From	15-1560						NA			NA		1998
(1559)	0.39	280	R	To	15-1561						NA			NA		1998
(1559)				From	15-1560											
(1560)	0.22	380	R	To	15-1559						NA			NA		1998
(1560)	0.05	490	R	From	END LOOP						NA			NA		1998
(1560)	0.47	320	R	To	15-1558						NA			NA		1998
(1560)	0.11	320	R	From	15-1559						NA			NA		1998
(1560)				To	BEGIN LOOP											
(1561)	0.04	10	R	From	Dead End						NA			NA		1998
(1561)				To	15-1559											
(1562)	0.20	150	R	From	Dead End						NA			NA		1998
(1562)				To	US 460 BUS											
(1563)	0.11	790	R	From	15-1525						NA			NA		1998
(1563)	0.13	590	R	To	BEGIN LOOP						NA			NA		1998
(1563)	0.26	310	R	From	15-1555						NA			NA		1998
(1563)	0.05	340	R	To	15-1567						NA			NA		1998
(1563)				From	END LOOP											
(1564)	0.03	30	R	From	Dead End						NA			NA		1998
(1564)				To	15-1518											
(1565)	0.15	110	R	From	15-1545						NA			NA		1998
(1565)				To	Dead End											
(1566)	0.18	140	R	From	Dead End						NA			NA		1998
(1566)				To	15-1545											
(1567)	0.04	10	R	From	15-1563						NA			NA		1998
(1567)				To	Dead End											
(1568)	0.10	320	R	From	15-1570						NA			NA		1998
(1568)	0.20	560	R	To	15-1569						NA			NA		1998
(1568)				From	15-682											
(1569)	0.09	130	R	From	Dead End						NA			NA		1998
(1569)				To	15-1568											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1570)	0.13	120	R	From	Cul-de-Sac						NA			NA		1998
(1570)	0.15	730	R	To	15-1568						NA			NA		1998
(1570)	0.14	570	R	From	15-877						NA			NA		1998
(1570)	0.04	250	R	To	15-1597						NA			NA		1998
(1570)				From	Dead End											
(1571)	0.28	690	R	To	15-622 EAST						NA			NA		08/22/2001
(1571)	0.50	220	R	From	15-1573 EAST						NA			NA		08/22/2001
(1571)	0.28	1200	R	To	15-1573 WEST						NA			NA		08/22/2001
(1571)				From	15-622 WEST											
(1572)	0.01	2	R	To	Dead End						NA			NA		08/22/2001
(1572)	0.13	1100	R	From	15-1573						NA			NA		08/22/2001
(1572)				To	15-1533											
(1573)	0.02	400	R	From	Bedford County Line						NA			NA		08/22/2001
(1573)	0.08	1100	R	To	15-1571 WEST						NA			NA		08/22/2001
(1573)	0.08	710	R	From	15-1571 EAST						NA			NA		08/22/2001
(1573)	0.06	790	R	To	15-1529						NA			NA		08/22/2001
(1573)				From	15-1572											
(1574)	0.20	40	R	To	15-1575						NA			NA		08/20/2001
(1574)	0.14	150	R	From	15-1519						NA			NA		08/20/2001
(1574)	0.11	60	R	To	15-1576						NA			NA		08/20/2001
(1574)				From	15-1519; 15-1575											
(1575)	0.05	40	R	From	Cul-de-Sac						NA			NA		1998
(1575)	0.06	150	R	To	15-1574						NA			NA		1998
(1575)				From	15-1519; 15-1574											
(1576)	0.03	20	R	To	15-1574						NA			NA		08/20/2001
(1576)				From	Dead End											
(1577)	0.35	50	R	To	15-1579						NA			NA		08/29/2001
(1577)	0.09	170	R	From	15-1578						NA			NA		08/29/2001
(1577)				To	15-622											
(1578)	0.17	50	R	From	15-1577						NA			NA		08/29/2001
(1578)				To	15-1514											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1579)	0.06	160	R	From		15-1514					NA			NA		08/29/2001
				To		15-1577										
(1579)	0.08	120	R	From		15-1577					NA			NA		08/29/2001
				To		Dead End										
(1580)	0.34	3300	R	From		15-1581					NA			NA		08/07/2001
				To		15-858										
(1580)	0.02	5600	G	From		15-858					0.089	F	0.564	5800	G	2002
				To		US 460; 15-1512										
(1581)	0.03	30	R	From		Dead End					NA			NA		08/07/2001
				To		15-1584										
(1581)	0.13	380	R	From		15-1584					NA			NA		08/07/2001
				To		15-1583										
(1581)	0.07	2200	R	From		15-1583					NA			NA		08/07/2001
				To		15-1401										
(1581)	0.03	2300	R	From		15-1401					NA			NA		08/07/2001
				To		15-1582										
(1581)	0.10	2600	R	From		15-1582					NA			NA		08/07/2001
				To		15-1588										
(1581)	0.13	2900	R	From		15-1588					NA			NA		08/07/2001
				To		15-1580										
(1582)	0.09	180	R	From		15-1583					NA			NA		07/10/2001
				To		15-1586										
(1582)	0.22	360	R	From		15-1586					NA			NA		07/10/2001
				To		15-1585										
(1582)	0.24	550	R	From		15-1585					NA			NA		07/10/2001
				To		15-1581										
(1583)	0.01	20	R	From		Dead End					NA			NA		08/01/2001
				To		15-1590										
(1583)	0.06	320	R	From		15-1590					NA			NA		08/01/2001
				To		15-1587										
(1583)	0.11	480	R	From		15-1587					NA			NA		08/01/2001
				To		15-1582										
(1583)	0.22	430	R	From		15-1582					NA			NA		08/01/2001
				To		15-1585										
(1583)	0.23	1800	R	From		15-1585					NA			NA		08/01/2001
				To		15-1581										
(1584)	0.24	180	R	From		15-1585					NA			NA		08/07/2001
				To		15-1581										
(1585)	0.35	140	R	From		15-1590					NA			NA		07/10/2001
				To		15-1615										
(1585)	0.06	1300	R	From		15-1615					NA			NA		07/10/2001
				To		15-1584										
(1585)	0.10	1200	R	From		15-1584					NA			NA		07/10/2001
				To		15-1583										
(1585)	0.09	220	R	From		15-1583					NA			NA		07/10/2001
				To		15-1582										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1586)	0.06	80	R	From	Cul-de-Sac					NA			NA			07/10/2001
				To	15-1582											
(1587)	0.37	490	R	From	15-623; 15-871					NA			NA			07/10/2001
				To	15-1592											
(1587)	0.07	320	R	From						NA			NA			07/10/2001
				To	15-1591											
(1587)	0.21	270	R	From						NA			NA			07/10/2001
				To	15-1583											
(1588)	0.03	220	R	From	15-1581					NA			NA			08/14/2001
				To	Dead End; Gap Terminus											
(1588)	0.30	120	R	From						NA			NA			08/14/2001
				To	Dead End											
(1589)	0.27	60	R	From	15-1533 SOUTH					NA			NA			08/22/2001
				To	15-1533 NORTH											
(1589)	0.05	30	R	From						NA			NA			08/22/2001
				To	Dead End											
(1590)	0.06	60	R	From	Cul-de-Sac					NA			NA			08/01/2001
				To	15-1615											
(1590)	0.17	180	R	From						NA			NA			08/01/2001
				To	15-1585											
(1590)	0.13	240	R	From						NA			NA			08/01/2001
				To	15-1583											
(1591)	0.19	200	R	From	15-1587					NA			NA			07/10/2001
				To	Dead End											
(1592)	0.04	80	R	From	Dead End					NA			NA			07/10/2001
				To	15-1587											
(1594)	0.27	40	R	From	15-623					NA			NA			08/22/2001
				To	Dead End											
(1595)	0.03	300	R	From	Bedford County Line					NA			NA			08/20/2001
				To	15-1527											
(1595)	0.02	260	R	From						NA			NA			08/20/2001
				To	Dead End											
(1596)	0.06	40	R	From	Dead End					NA			NA			08/29/2001
				To	15-1523											
(1596)	0.13	70	R	From						NA			NA			08/29/2001
				To	Dead End											
(1597)	0.12	460	R	From	15-1570					NA			NA			1998
				To	15-877											
(1597)	0.06	840	R	From						NA			NA			1998
				To	15-682											
(1598)	0.16	1100	R	From	Bedford County Line					NA			NA			1998
				To	15-1558 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1598)	0.26	1000	R	From	15-1558 SOUTH						NA			NA		08/29/2001
(1598)	0.10	80	R	To	15-1558 NORTH						NA			NA		1998
				From	Dead End											
(1599)	0.06	170	R	To	Cul-de-Sac						NA			NA		08/29/2001
				From	15-1558											
(1600)	0.34	740	R	To	15-682						NA			NA		08/29/2001
				From	Dead End											
(1601)	0.26	240	R	To	15-622						NA			NA		08/22/2001
				From	15-1604											
(1601)	0.20	240	R	To	15-1602						NA			NA		08/22/2001
				From	Cul-de-Sac											
(1601)	0.08	80	R	To	15-1603						NA			NA		08/22/2001
				From	15-1601											
(1602)	0.09	240	R	To	US 29						NA			NA		08/22/2001
				From	15-1604											
(1603)	0.14	220	R	To	15-1602						NA			NA		08/22/2001
				From	Dead End											
(1604)	0.17	100	R	To	15-1603						NA			NA		08/22/2001
				From	15-1601											
(1604)	0.19	80	R	To	Dead End						NA			NA		1998
				From	15-622											
(1605)	0.45	70	R	To	15-738						NA			NA		1998
				From	Cul-de-Sac											
(1606)	0.11	200	R	To	15-1616						NA			NA		08/01/2001
				From	15-1608											
(1607)	0.08	50	R	To	Dead End						NA			NA		08/07/2001
				From	Cul-de-Sac											
(1608)	0.12	100	R	To	15-1609						NA			NA		08/07/2001
				From	15-1607											
(1608)	0.09	180	R	To	15-1608						NA			NA		08/07/2001
				From	Cul-de-Sac											
(1609)	0.07	49	R	To	END LOOP						NA			NA		08/14/2001
				From	15-858											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1611)	0.05	46	R	From		15-1610					NA			NA		08/14/2001
				To		Cul-de-Sac										
(1612)	0.04	40	R	From		15-1610					NA			NA		08/14/2001
				To		Cul-de-Sac										
(1613)	0.08	100	R	From		Cul-de-Sac					NA			NA		08/14/2001
				To		15-1610										
(1614)	0.15	140	R	From		Dead End					NA			NA		08/07/2001
				To		15-1500										
(1615)	0.11	180	R	From		15-1590					NA			NA		07/10/2001
				To		15-1617										
(1615)	0.15	490	R	From		15-1617					NA			NA		07/10/2001
				To		15-1616										
(1615)	0.15	1000	R	From		15-1616					NA			NA		07/10/2001
				To		15-1585										
(1616)	0.11	620	R	From		15-1615					NA			NA		08/01/2001
				To		15-1607										
(1616)	0.05	320	R	From		15-1607					NA			NA		08/01/2001
				To		15-1618										
(1616)	0.11	210	R	From		15-1618					NA			NA		08/01/2001
				To		15-1619										
(1617)	0.12	220	R	From		15-1619					NA			NA		07/10/2001
				To		15-1618										
(1617)	0.13	310	R	From		15-1618					NA			NA		07/10/2001
				To		15-1615										
(1618)	0.17	80	R	From		15-1617					NA			NA		08/01/2001
				To		15-1616										
(1619)	0.21	100	R	From		Dead End					NA			NA		08/01/2001
				To		15-1617										
(1619)	0.18	140	R	From		15-1617					NA			NA		08/01/2001
				To		15-1616										
(1620)	0.14	260	R	From		Cul-de-Sac					NA			NA		08/29/2001
				To		15-1621										
(1620)	0.12	920	R	From		15-1621					NA			NA		08/29/2001
				To		15-682										
(1621)	0.06	120	R	From		Cul-de-Sac					NA			NA		08/29/2001
				To		15-1620										
(1621)	0.10	870	R	From		15-1620					NA			NA		08/29/2001
				To		15-1622										
(1622)	0.11	190	R	From		Dead End					NA			NA		08/29/2001
				To		15-1621										
(1622)	0.11	160	R	From		15-1621					NA			NA		08/29/2001
				To		Dead End										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1625)	0.25	180	R	From	Cul-de-Sac						NA			NA		1998
(1625)	0.08	340	R	To	15-1626						NA			NA		1998
				From	15-1520											
(1626)	0.07	80	R	From	15-1625						NA			NA		1998
(1626)	0.12	270	R	To	15-1627						NA			NA		1998
				From	15-1520											
(1627)	0.11	80	R	From	Cul-de-Sac						NA			NA		1998
				To	15-1626											
(1630)	0.04	2	R	From	Cul-de-Sac						NA			NA		08/29/2001
(1630)	0.08	300	R	To	15-1632						NA			NA		08/29/2001
				From	15-1631											
(1630)	0.06	400	R	To	15-685						NA			NA		08/29/2001
				From	Cul-de-Sac											
(1631)	0.13	80	R	To	15-1630						NA			NA		08/29/2001
(1632)	0.12	90	R	From	Dead End						NA			NA		08/29/2001
(1632)	0.14	130	R	To	15-1630						NA			NA		08/29/2001
				From	Dead End											
(1639)	0.44	160	R	From	Cul-de-Sac						NA			NA		07/18/2001
				To	15-738											
(1640)	0.37	180	R	From	Cul-de-Sac						NA			NA		08/29/2001
(1640)	0.40	240	R	To	15-1641						NA			NA		08/29/2001
				From	15-738											
(1641)	0.15	60	R	From	15-1640						NA			NA		1998
				To	15-738											
(1646)	0.06	370	R	From	15-1544						NA			NA		08/29/2001
				To	Cul-de-Sac											
(1649)	0.37	390	R	From	US 460 BUS						NA			NA		1998
(1649)	0.11	NA		To	Dead End											
				From	FORMER Dead End											
				To	Dead End											
(1650)	0.06	1400	R	From	15-624						NA			NA		08/22/2001
				To	15-1651											
(1651)	0.07	140	R	From	15-1654						NA			NA		08/22/2001
(1651)	0.09	510	R	To	15-1653						NA			NA		08/22/2001
				From	15-1652											

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1651)	0.05	430	R	From:		15-1652					NA			NA		08/22/2001
				To:		15-1650					NA			NA		08/22/2001
(1651)	0.08	1100	R	From:		15-1655					NA			NA		08/22/2001
(1651)	0.11	1100	R	From:		15-1656					NA			NA		08/22/2001
(1651)	0.02	1000	R	From:		Dead End					NA			NA		08/22/2001
(1652)	0.12	160	R	From:		15-1651					NA			NA		08/22/2001
				To:		Cul-de-Sac										
(1653)	0.09	160	R	From:		15-1651					NA			NA		08/22/2001
				To:		Dead End										
(1654)	0.06	130	R	From:		15-1651					NA			NA		08/22/2001
				To:		Cul-de-Sac										
(1655)	0.07	160	R	From:		15-1651					NA			NA		08/22/2001
				To:		Dead End										
(1656)	0.08	280	R	From:		15-1651					NA			NA		08/22/2001
				To:		Dead End										
(1657)	0.27	160	R	From:		15-770					NA			NA		08/20/2001
				To:		15-770										
(1658)	0.07	NA		From:		15-01657(B)/					NA			NA		
				To:		Cul-de-Sac/										
(1660)	0.20	640	R	From:		15-1661					NA			NA		1998
				To:		15-622										
(1661)	0.16	90	R	From:		Cul-de-Sac					NA			NA		1998
(1661)	0.25	190	R	From:		15-1663 SOUTH					NA			NA		1998
(1661)	0.33	150	R	From:		15-1664					NA			NA		1998
(1661)	0.03	470	R	From:		15-1663 NORTH					NA			NA		1998
(1661)	0.03	90	R	From:		15-1660					NA			NA		1998
				To:		15-1662										
(1662)	0.07	50	R	From:		Cul-de-Sac					NA			NA		1998
				To:		15-1661										
(1663)	0.18	660	R	From:		15-1661 SOUTH					NA			NA		08/20/2001
(1663)	0.26	270	R	From:		15-1664					NA			NA		08/20/2001
				To:		15-1661 NORTH										
(1664)	0.07	60	R	From:		15-1663					NA			NA		1998
				To:		15-1661										

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						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
(1670)	0.11	80	R	From	Cul-de-Sac						NA			NA		1998
(1670)	0.15	150	R	To	15-1671						NA			NA		1998
(1670)	0.14	90	R	From	15-835						NA			NA		1998
(1670)				To	Cul-de-Sac											
(1671)	0.09	60	R	From	15-1670						NA			NA		1998
(1671)				To	Dead End											
(1675)	0.07	220	R	From	Cul-de-Sac						NA			NA		1998
(1675)				To	US 460 BUS											
(1701)	0.28	130	R	From	15-1704						NA			NA		1998
(1701)	0.09	250	R	To	15-1703						NA			NA		1998
(1701)				To	SR 24											
(1702)	0.04	3	R	From	Dead End						NA			NA		07/18/2001
(1702)	0.27	130	R	To	15-1704						NA			NA		07/18/2001
(1702)				To	15-1703											
(1703)	0.09	170	R	From	15-1701						NA			NA		07/18/2001
(1703)				To	15-1702											
(1704)	0.08	48	R	From	15-1701						NA			NA		07/18/2001
(1704)				To	15-1702											
(1708)	0.09	340	R	From	15-646						NA			NA		1998
(1708)	0.08	280	R	To	15-1710						NA			NA		1998
(1708)	0.08	120	R	From	15-1709						NA			NA		1998
(1708)	0.10	60	R	To	15-1712						NA			NA		1998
(1708)				To	Cul-de-Sac											
(1709)	0.14	90	R	From	Dead End						NA			NA		1998
(1709)				To	15-1708											
(1710)	0.08	60	R	From	Dead End						NA			NA		1998
(1710)				To	15-1708											
(1711)	0.20	100	R	From	15-646						NA			NA		1998
(1711)				To	Dead End											
(1712)	0.21	80	R	From	Cul-de-Sac						NA			NA		1998
(1712)				To	15-1708											
(1715)	0.14	120	R	From	15-1716						NA			NA		1998
(1715)	0.09	290	R	To	15-1717						NA			NA		1998
(1715)				To	15-646											

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						2Axle	3+Axle	1Trail	2Trail								
Campbell County																	
1716	0.06	70	R	From	15-1717						NA			NA		1998	
				To	15-1715												
1717	0.14	60	R	From	Dead End						NA			NA		1998	
				To	15-1716												
1717	0.14	110	R	From	15-1716						NA			NA		1998	
				To	15-1715												
9069	0.31	700	R	From	Dead End						NA			NA		09/18/2001	
				To	15-636												
9070	0.45	2300	R	From	US 460 BUS						NA			NA		1998	
				To	Dead End												
Town of Brookneal																	
9071	0.09	170	R	From	15-1101						NA			NA		09/18/2001	
				To	Dead End												
Campbell County																	
9073	0.17	220	R	From	SR 24						NA			NA		1998	
				To	SR 24												
9074	0.12	650	R	From	US 501 SOUTH						NA			NA		1998	
				To	0.12 MN US 501												
9074	0.11	700	R	From	0.12 MN US 501						NA			NA		1998	
				To	US 501 NORTH												
9075	0.04	NA		From	SR 24; 15-967						NA			NA			
				To	Dead End												
9076	0.15	770	R	From	US 29						NA			NA		1998	
				To	0.15 ME US 29												
9076	0.41	520	R	From	0.15 ME US 29						NA			NA		1998	
				To	SR 24												
9077	0.12	240	R	From	15-682						NA			NA		09/18/2001	
				To	Dead End												
9488	0.31	620	R	From	Dead End						NA			NA		1998	
				To	SR 24												
Town of Altavista																	
9489	Ninth St	0.14	720	R	From	Dead End						NA			NA		09/18/2001
					To	SR 43 Bedford Ave											
Campbell County																	
9675		0.12	320	R	From	SR 24; 15-9075						NA			NA		1998
					To	SR 24											
9898		0.29	1800	R	From	US 460 BUS						NA			NA		1998
					To	Dead End											
City of Lynchburg																	
118	Pawnee Dr	0.86	250	G	From	Long Meadow Dr					F	0.162	F	0.506	260	G	2002
					To	Sandusky Dr											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
<div>2</div> <div>118</div>	9Th St	0.18	1100	G	From	Church St				C	0.111	F	0.541	1100	G	2002
					To	Jefferson St										
<div>3</div> <div>118</div>	Alta Lane	0.85	1600	G	From	Del Ray Circle				C	0.107	F	0.57	1700	G	2002
					To	Wards Rd										
<div>4</div> <div>118</div>	Del Ray Circle	0.16	NA	From	Leesville Rd					NA			NA			
				To	Alta lane											
<div>5</div> <div>118</div>	8Th St	0.59	1600	G	From	Park Ave				C	0.093	F	0.544	1600	G	2002
					To	Court St										
<div>6</div> <div>118</div>		0.28	NA	From	CIUS 501					NA			NA			
				To	Rivermont Ave											
<div>7</div> <div>118</div>	Long Meadow Dr	0.73	NA	From	CBUS 460 Fort Ave					NA			NA			
				To	Pawnee Dr											
<div>8</div> <div>118</div>	Sussex St	0.79	NA	From	Perrymont Ave					NA			NA			
				To	Langhorne Rd											
<div>9</div> <div>118</div>	University Blvd	0.42	NA	From	Entrance to Liberty University					NA			NA			
				To	Candlers Mountain Rd											
<div>6001</div> <div>118</div>	V E S Road	0.92	NA	From	CIUS 501					NA			NA			
				To	Williams Rd											
<div>6002</div> <div>118</div>	Trents Ferry Rd	1.88	1500	G	From	Boonsboro Rd				C	0.091	F	0.564	1600	G	2002
					To	Bedford County Line										
<div>6003</div> <div>118</div>	Link Rd	0.78	8200	G	From	Old Forest Rd				F	0.09	F	0.610	8600	G	2002
					To	Cranehill Dr										
<div>6003</div> <div>118</div>	Link Rd	1.32	7100	G	From	Cranehill Rd				C	0.090	F	0.512	7400	G	2002
					To	Rivermont Ave										
<div>6004</div> <div>118</div>	Wiggington Rd	1.04	4200	G	From	Old Forest Rd				F	0.116	F	0.584	4400	G	2002
					To	Lynchburg Exp										
<div>6004</div> <div>118</div>	Wiggington Rd	0.76	3300	G	From	Chadwick Dr				C	0.102	F	0.813	3500	G	2002
					To	Hawkins Mill Rd										
<div>6004</div> <div>118</div>	Wiggington Rd	1.82	1200	G	From	Wiggington Rd				F	0.102	F	0.573	1200	G	2002
					To	Hawkins Mill Rd										
<div>6004</div> <div>118</div>	Hawkins Mill Rd	0.36	1600	G	From	Coffee Rd				C	0.128	F	0.656	1700	G	2002
					To	Hawkins Mill Rd										
<div>6004</div> <div>118</div>	Coffee Rd	1.22	1900	G	From	Boonsboro Rd				F	0.119	F	0.627	2000	G	2002
					To											
<div>6009</div> <div>118</div>	Graves Mill Rd	0.60	5500	G	From	US 460 Bus Fort Ave				F	0.102	F	0.635	5700	G	2002
					To	Old Mill Rd										
<div>6009</div> <div>118</div>	Graves Mill Rd	0.66	4400	G	From	Nationwide Dr				F	0.106	F	0.614	4600	G	2002
					To	US 501 Lynchburg Expressway										

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							2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																	
6009 118	Graves Mill Rd	0.18	22000	G	From:	US 501 Lynchburg Expressway					C	0.091	F	0.522	23000	G	2002
					To:	Old Graves Mill Rd											
6009 118	Graves Mill Rd	1.04	18000	G	From:	WCL Lynchburg 09-1425					F	0.093	F	0.509	19000	G	2002
					To:												
6012 118	Church St	0.30	4100	G	From:	Pearl St					C	0.116	F		4300	G	2002
					To:	11Th St											
6012 118	Church St	0.40	6200	G	From:	5Th St					F	0.094	F		6500	G	2002
					To:												
6012 118	Rivermont Ave	0.90	16000	G	From:	Bedford Ave E INT					C	0.089	F	0.601	16000	G	2002
					To:	Rivermont Ave E Int											
6012 118	Bedford Ave	0.96	5000	G	From:	Rivermont Ave W Int					C	0.093	F	0.506	5200	G	2002
					To:	Bedford Ave W Int											
6012 118	Rivermont Ave	1.01	16000	G	From:	Rivermont Terrace					F	0.092	F	0.55	17000	G	2002
					To:												
6020 118	Rivermont Ave	1.11	9000	G	From:	Bedford Ave W Int					F	0.096	F	0.716	9400	G	2002
					To:	Bedford Ave E Int											
6022 118	Hollins Mill Rd	1.16	3500	G	From:	Bedford Ave					F	0.093	F	0.707	3700	G	2002
					To:	Hollins St											
6022 118	Federal St	0.40	4400	G	From:	5Th St					F	0.088	F	0.539	4500	G	2002
					To:												
6023 118	Murrell Rd	0.37	8100	G	From:	Lakeside Dr					F	0.093	F	0.711	8400	G	2002
					To:	Langhorne Rd											
6027 118	12th St	0.80	5700	G	From:	Kemper St					F	0.095	F	0.647	5900	G	2002
					To:	Clay St.											
6027 118	12th St	0.25	5400	G	From:	Commerce St.					F	0.097	F	0.517	5600	G	2002
					To:												
6028 118	Commerce St	0.33	5700	G	From:	5Th St					F	0.110	F	0.634	6000	G	2002
					To:	10Th St											
6028 118	Commerce St	0.30	3700	G	From:	Main St					F	0.134	F	0.708	3800	G	2002
					To:												
6029 118	Fort Ave	0.43	6700	G	From:	Wadsworth Ave					F	0.08	F	0.549	7000	G	2002
					To:	Kemper St											
6029 118	Park Ave	0.28	8800	G	From:	9Th St					F	0.077	F	0.554	9200	G	2002
					To:	5Th St											
6029 118	Park Ave	0.36	6600	G	From:	Oakley Ave					F	0.09	F	0.699	12000	G	2002
					To:	Murrell Rd											
6031 118	Lakeside Dr	0.34	5900	G	From:	Memorial Ave					C	0.092	F	0.534	6200	G	2002
					To:												
6031 118	Park Ave	0.36	7400	G	From:	Langhorne Rd					F	0.091	F	0.566	7700	G	2002
					To:	CIUS 501											
6031 118	Park Ave	0.35	NA		From:						NA				NA		
					To:	US 221: 118-6027:12Th St											

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							2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																	
<div>603211R</div>	Main St	0.25	3400	G	From	Florida Ave					F	0.1	F	0.527	3600	G	2002
					To	Lynchburg Expressway											
<div>603211R</div>	Main St	0.28	9400	G	From	Lynchburg Exp					F	0.104	F	0.533	9800	G	2002
					To	12Th St											
<div>603211R</div>	Main St	0.55	6900	G	From	12Th St					F	0.098	F		7200	G	2002
					To	5Th St											
<div>603311R</div>	Florida Ave	1.28	4300	G	From	Campbell Ave					C	0.107	F	0.564	4500	G	2002
					To	Augusta St											
<div>603311R</div>	Florida Ave	0.88	3700	G	From	Augusta St					F	0.102	F	0.683	3900	G	2002
					To	Main St											
<div>603411R</div>	Martin St	0.58	1400	G	From	Florida Ave					F	0.091	F		1400	G	2002
					To	ECL Lynchburg											
<div>603511R</div>	Candler Mtn Rd	1.09	3000	G	From	SCL Lynchburg						0.099	F	0.727	3000	G	2002
					To	Ramp From US 460; FR 906											
<div>603511R</div>	Candler Mtn Rd	0.74	16000	G	From	Ramp From US 460; FR 906						0.094	F	0.716	16000	G	2002
					To	SR 128; Mayflower Drive											
<div>603611R</div>	Clay St	0.50	1900	G	From	5Th St					C	0.1	F	0.693	1900	G	2002
					To	12Th St											
<div>603611R</div>	Grace St	0.88	4800	G	From	12Th St					C	0.099	F	0.598	5000	G	2002
					To	Florida Ave											
<div>603711R</div>	Stadium Dr	0.38	4800	G	From	Wythe St					F	0.098	F	0.554	5000	G	2002
					To	Carroll Ave											
<div>603811R</div>	Wythe St	0.27	7800	G	From	Fort Ave					C	0.098	F	0.547	8100	G	2002
					To	Stadium Dr											
<div>604011R</div>	James St	0.22	4000	G	From	Stadium Dr					C	0.096	F	0.553	4200	G	2002
					To	Carroll Ave											
<div>604211R</div>	Cranehill Dr	1.04	2300	G	From	Langhorne Rd					C	0.147	F	0.839	2400	G	2002
					To	Link Rd											
<div>604411R</div>	Old Forest Rd	0.94	20000	G	From	US 501 NW Expressway					F	0.093	F	0.501	21000	G	2002
					To	Forrest Brook Rd											
<div>604411R</div>	Old Forest Rd	0.45	20000	G	From	Forrest Brook Rd					C	0.089	F	0.535	21000	G	2002
					To	Link Rd											
<div>604411R</div>	Old Forest Rd	0.21	15000	G	From	Link Rd					F	0.093	F	0.547	16000	G	2002
					To	Linkhome Dr											
<div>604411R</div>	Old Forest Rd	1.61	10000	G	From	Linkhome Dr					F	0.099	F	0.658	11000	G	2002
					To	Lakeside Dr											
<div>604511R</div>	Greenwood Dr	0.38	3900	G	From	Oakdale Dr					C	0.116	F	0.68	4000	G	2002
					To	Perrymont Ave											
<div>604511R</div>	Thomas Dr	0.51	4900	G	From	Functional Class Change					F	0.125	F	0.565	5100	G	2002
					To	Langhorne Ln											
<div>604511R</div>	Richmond Rd	0.35	4800	G	From	Langhorne Ln					C	0.098	F	0.61	5000	G	2002
					To	Oaklev Ave											

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							2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																	
<div>6046118</div>	Sandusky Dr	0.77	3500	G	From	Greenwood Dr				C	0.112	F	0.527	3600	G	2002	
					To												
<div>6046118</div>	Sandusky Dr	0.49	5000	G	From	Pawnee Dr				C	0.099	F	0.566	5200	G	2002	
					To												
<div>6048118</div>	Perrymont Ave	0.84	3800	G	From	US 29 Bus Fort Ave				C	0.12	F	0.567	4000	G	2002	
					To	Greenwood Dr											
<div>6050118</div>	Odd Fellows Rd	0.60	8800	G	From	Lynchburg Expressway				F	0.096	F	0.653	9100	G	2002	
					To												
<div>6050118</div>	Odd Fellows Rd	0.67	850	G	From	Mayflower Dr				C	0.108	F	0.808	890	G	2002	
					To	Dead End											
<div>6052118</div>	Campbell Ave	0.33	7800	G	From	12Th St				C	0.089	F	0.559	8200	G	2002	
					To												
<div>6052118</div>	Campbell Ave	0.41	8000	G	From	17Th St				F	0.093	F	0.561	8300	G	2002	
					To	Kemper St											
<div>6054118</div>	Fenwick Dr	0.96	4600	G	From	CBus 460 Fenwick & Sheffield Dr				F	0.099	F	0.6	4800	G	2002	
					To	CBus 29 Wards Rd											
<div>6056118</div>	Greenvew Dr	1.29	12000	G	From	WCL Lynchburg				C	0.084	F	0.537	12000	G	2002	
					To	Leesville Rd											
<div>6066118</div>	Leesville Rd	1.14	7400	G	From	SCL Lynchburg				F	0.096	F	0.524	7800	G	2002	
					To												
<div>6066118</div>	Leesville Rd	1.15	8600	G	From	North St				C	0.091	F	0.571	9000	G	2002	
					To	Timberlake Rd											
<div>6070118</div>	Wards Ferry Road	1.29	7000	F	From	CBusUS 460 Logans Lane				F	0.097	F		7400	F	2002	
					To	Harvard St											
<div>6070118</div>	Wards Ferry Road	1.06	5700	F	From	98% 0% 1% 0% 0% 0%				C	0.111	F		6000	F	2002	
					To	US 29; Wards Rd											
<div>6071118</div>	Harvard St	0.08	270	G	From	Wards Ferry Rd				F	0.128	F	0.894	280	G	2002	
					To	College Park Dr											
<div>6072118</div>	Old Graves Mill Rd	1.70	11000	G	From	Timberlake Rd				C	0.086	F	0.621	11000	G	2002	
					To	Graves Mill Rd											
<div>6073118</div>	Mcconville Rd	1.80	3700	G	From	Graves Mill Rd				C	0.108	F	0.557	3900	G	2002	
					To	Wyndale Dr											
<div>6073118</div>	Wyndale Dr	0.24	3600	G	From	McConville Rd				C	0.096	F	0.58	3700	G	2002	
					To	Lakeside Dr											
<div>6074118</div>	Evergreen Rd	0.33	2600	G	From	Link Rd				C	0.106	F	0.697	2700	G	2002	
					To	Indian Hill Rd											
<div>6074118</div>	Indian Hill Rd	0.98	2300	G	From	Evergreen Rd				F	0.105	F	0.536	2400	G	2002	
					To	Burnt Bridge Rd											
<div>6074118</div>	Burnt Bridge Rd	0.97	1800	G	From	Indian Hill Rd				C	0.120	F	0.635	1900	G	2002	
					To	Boonsboro Rd											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
<div>6075</div> <div>11R</div>	Langhorne Lane	0.34	3300	G	From	Richmond St				C	0.111	F	0.5	3400	G	2002
					To	Eldon St										
<div>6075</div> <div>11R</div>	Eldon St	0.07	3500	G	From	Langhorne Ln				F	0.105	F	0.505	3600	G	2002
					To	Memorial Ave										
<div>6076</div> <div>11R</div>	Linkhorne Rd	0.59	5500	G	From	Old Forest Rd				F	0.096	F	0.535	5700	G	2002
					To	Cranehill Dr										
<div>6077</div> <div>11R</div>	Jefferson St	0.41	1800	G	From	7Th St				F	0.111	F	0.531	1800	G	2002
					To	Concord Tnpk										
<div>6078</div> <div>11R</div>	Washington St	0.11	1200	G	From	Main St				F	0.11	F	0.647	1200	G	2002
					To	Jefferson St										
<div>6078</div> <div>11R</div>	Concord Tnpk	1.66	3400	G	From	Jefferson St				F	0.110	F	0.501	3500	G	2002
					To	Rockwell Rd										
<div>6078</div> <div>11R</div>	Concord Tnpk	1.07	3400	G	From	Rockwell Rd				C	0.109	F	0.587	3500	G	2002
					To	US 460										
<div>6080</div> <div>11R</div>	Court St	0.50	1600	G	From	12Th St				F	0.105	F	0.519	1700	G	2002
					To	5Th St										
<div>6081</div> <div>11R</div>	Forest Brook Rd	0.92	3400	G	From	Lakeside Dr				C	0.106	F	0.580	3500	G	2002
					To	Old Forest Rd										
<div>6082</div> <div>11R</div>	Hill St	0.58	4000	G	From	Old ForestT Rd				F	0.101	F	0.726	4200	G	2002
					To	Langhorne Rd										
<div>6083</div> <div>11R</div>	Edgewood Ave	0.73	2200	G	From	Fort Ave				C	0.095	F	0.533	2300	G	2002
					To	Wards Rd										
Town of Altavista																
<div>1</div> <div>162</div>	7Th St	0.43	5100	G	From	Bedford Ave				C	0.111	F	0.505	5100	G	2002
					To	Franklin Ave										
<div>1</div> <div>162</div>	7Th St	0.44	2600	G	From	Franklin Ave				F	0.110	F	0.58	2600	G	2002
					To	Lola Ave										
<div>1</div> <div>162</div>	7Th St	0.50	1900	G	From	Lola Ave				F	0.106	F	0.525	1800	G	2002
					To	US 29 Bus										
<div>2</div> <div>162</div>	11th St	0.10	500	G	From	Bedford Ave				C	0.127	F	0.5	500	G	2002
					To	Broad St										
<div>3</div> <div>162</div>	12th St	0.08	30	G	From	Dead End				C	0.342	F	0.769	30	G	2002
					To	Franklin Ave										
<div>4</div> <div>162</div>	Avondale Dr	0.17	2500	G	From	Lola Ave Ext				F	0.109	F	0.737	2500	G	2002
					To	Frazier Rd										
<div>4</div> <div>162</div>	Avondale Dr	0.60	770	G	From	Frazier Rd				C	0.162	F	0.741	770	G	2002
					To	Ogden Rd										
<div>5</div> <div>162</div>	Broad St	0.13	180	G	From	10Th St				C	0.136	F	0.68	180	G	2002
					To	Lynch Rd										
<div>6</div> <div>162</div>	Franklin Ave	0.07	2000	G	From	Main St				F	0.101	F	0.504	2000	G	2002
					To	7Th St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Altavista																
<div><div>6</div><div>162</div></div> Franklin Ave	0.46	1400	G	From	7Th St				C	0.103	F	0.561	1400	G	2002	
				99%	0%	1%	0%	0%								
				To	12Th St											
<div><div>7</div><div>162</div></div> Frazier Rd	0.09	1800	G	From	Avondale Rd				F	0.128	F	0.712	1800	G	2002	
				96%	1%	1%	0%	1%								0%
				To	Lola Ave											
<div><div>7</div><div>162</div></div> Frazier Rd	0.62	2600	G	From	Lola Ave				C	0.106	F	0.549	2600	G	2002	
				96%	1%	1%	0%	1%								0%
				To	Lynch Mill Rd											
<div><div>8</div><div>162</div></div> Lola Ave	0.07	3200	G	From	Main St				F	0.104	F	0.635	3200	G	2002	
				98%	1%	1%	0%	0%								0%
				To	7Th St											
<div><div>8</div><div>162</div></div> Lola Ave	0.36	3200	G	From	7Th St				F	0.108	F	0.608	3200	G	2002	
				98%	1%	1%	0%	0%								0%
				To	11Th St											
<div><div>8</div><div>162</div></div> Lola Ave	0.13	3500	G	From	11Th St				C	0.104	F	0.579	3500	G	2002	
				98%	1%	1%	0%	0%								0%
				To	Lola Ave Ext											
<div><div>9</div><div>162</div></div> Lynch Rd	0.13	290	G	From	11Th St				C	0.110	F	0.7	290	G	2002	
				98%	1%	0%	0%	0%								0%
				To	Broad St											
<div><div>10</div><div>162</div></div> Ogden Rd	0.38	1100	G	From	Avondale Dr				C	0.135	F	0.649	1100	G	2002	
				89%	2%	3%	0%	6%								0%
				To	Lynch Mill Rd											
<div><div>425</div><div>162</div></div> Pittsylvania Ave	0.42	8500	G	From	SCL Altavista				C	0.091	F	0.676	8400	G	2002	
				95%	0%	2%	0%	2%								0%
				To	Main St											
<div><div>1466</div><div>162</div></div> Lynch Mill Rd	0.40	4900	G	From	NCL Altavista				C	0.107	F	0.671	4900	G	2002	
				94%	1%	2%	0%	2%								0%
				To	Frazier Rd											
<div><div>1466</div><div>162</div></div> Lynch Mill Rd	0.49	3700	G	From	Frazier Rd				F	0.109	F	0.619	3700	G	2002	
				94%	1%	2%	0%	2%								0%
				To	Clairon Rd											
<div><div>1466</div><div>162</div></div> Lynch Mill Rd	0.30	4000	G	From	Clarion Rd				F	0.096	F	0.649	4000	G	2002	
				94%	1%	2%	0%	2%								0%
				To	Main St											
<div><div>1468</div><div>162</div></div> ClarionRd	0.77	1400	G	From	Lynch Mill Rd				C	0.093	F	0.63	1400	G	2002	
				90%	1%	2%	1%	7%								0%
				To	NCL Altavista											
4th St		50	G	From	Wise St					0.149	F		60	G	2002	
				To	Monroe St											
Caroline St		600	G	From	York St					0.093	F		620	G	2002	
				To	Chambers St											
Chambers St		1100	G	From	Caroline St					0.082	F		1100	G	2002	
				To	2Nd St											
Clayton Ave		650	G	From	Morningside Dr					0.177	F		680	G	2002	
				To	Spottswood Pl											
Danridge Dr		1600	G	From	Berkley Pl					0.102	F		1600	G	2002	
				To	Craigmont Dr											
Fairview Ave		480	G	From	Maryland Ave					0.102	F		500	G	2002	
				To	Mackel St											
Fleetwood Dr		1100	G	From	Ridgeway Dr					0.098	F		1100	G	2002	
				To	Hillwood Dr											

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						2Axle	3+Axle	1Trail	2Trail							
Georgia Ave		410	G	From	Campbell Ave					0.093	F		420	G	2002	
				To	Nevada Ave											
Gorman Dr		440	G	From	Glen Oak Ln					0.102	F		460	G	2002	
				To	Northwood Cir											
Hawthorne Rd		160	G	From	Montgomery Rd					0.141	F		170	G	2002	
				To	Woodcrest Dr											
Hayes Dr		140	G	From	Rhonda Dr					0.106	F		140	G	2002	
				To	Crawford Dr											
John Scott Dr		430	G	From	97%	2%	1%	0%	0%	0%	C	0.134	F	440	G	2002
				To	Dead End											
Leyburn Ave		300	G	From	Mosby Ave					0.079	F		310	G	2002	
				To	Sackett St											
Locksview Dr		910	G	From	Bell Tavern Rd					0.111	F		950	G	2002	
				To	Norvell House Ct											
Maryland Ave		310	G	From	Craig St					0.1	F		330	G	2002	
				To	Fairview Ave											
McKinney Ave		440	G	From	ClarkE St					0.084	F		460	G	2002	
				To	Dodd St											
Mimosa Dr		680	G	From	Burnt Bridge Rd					0.106	F		710	G	2002	
				To	Woodcrest Dr											
Morningside Dr		530	G	From	McGuffey Ln					0.19	F		550	G	2002	
				To	Wood Ln											
Myrtle St		690	G	From	Westview Dr					0.112	F		720	G	2002	
				To	Toledo Ave											
New Hampshire Ave		430	G	From	Oakridge Blvd					0.12	F		450	G	2002	
				To	Tremont St											
Oxford St		450	G	From	McKinney Ave					0.126	F		470	G	2002	
				To	Radcliffe Ave											
Page St		3200	G	From	Hillcrest Rd					0.089	F		3400	G	2002	
				To	2Nd St											
Rhode Island Ave		140	G	From	Tremont St					0.107	F		150	G	2002	
				To	Fort Ave											
Sanhill Dr		430	G	From	Rhonda Dr					0.132	F		440	G	2002	
				To	Apache Ln											
Texas Ave		330	G	From	Campbell Ave					0.115	F		340	G	2002	
				To	Nevada Ave											
Warren Ave		210	G	From	Wingfield Ave					0.089	F		220	G	2002	
				To	Perry Ave											

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						2Axle	3+Axle	1Trail	2Trail							
Lakewood Dr		270	G	From:	Sourwood Ln						0.104	F		280	G	2002
				To:	Dogwood Ln											
Tabby Ln		190	G	From:	Laurel Ln						0.13	F		200	G	2002
				To:	Woodhaven Ln											
West Rd		160	G	From:	Forest St						0.125	F		170	G	2002
				To:	Lynch Rd											